

## CLUB RACING BOARD

### Club Racing Board Minutes | August 6, 2013

The Club Racing Board met by teleconference on August 6, 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; and Chris Blum, Club Racing Technical Services Assistant. The following decisions were made:

### SUGGESTED RULES FOR 2014

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

### Formula/Sports Racer

#### DSR

#### 1. #11676 (Ken Kaplowitz) Allow Alternate Valves in SR2

Thank you for your letter. In the SR2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, add 9.1.8.A.3.k.b.8: 8. Stainless steel valves of the same diameter may be substituted for titanium valves.

#### 2. #11677 (Fabian Okonski) Shifters in Proposed SR1/SR2 Rules

Thank you for your letter. In the rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change 9.1.8.A.3.j.4:

#### j. Transmissions

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.~~ *Devices that interact with ignition or fuel on the up shift (for example: ignitions cuts, flat shifters) are permitted; devices other than the throttle pedal that interact with the throttle during downshifts (blippers) are prohibited, this includes ECU programming to accomplish the same, and no devices shall remove the driver's control of the gear change initiation, gear selection or completion. P2 cars with assisted shifting mechanisms must remove the devices by September 1, 2014. Cars retaining the assisted shifting mechanism between January 1, 2014 and September 1, 2014 have a 50 lb weight penalty.*

#### F5

#### 1. #11739 (Jim Murphy) Allow F600 Motorcycle Drivetrain into F500

The CRB recommends the merging of the F600 class into F500 effective January 1, 2014. The entirety of section 9.1.1.J should be removed from the GCR. The below modifications to 9.1.1.D are recommended.

#### 1. Definition

A class for single-seat, open-wheel, rigid-suspension race cars using *either a* snowmobile-derived engine and drive components *or a 600cc motorcycle engine*. Specifications are restrictive in nature in order to emphasize driver ability, rather than design.

Formula 500 is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.

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## 2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 pounds for AMW and Rotax RAVE/non-RAVE 494 engines, 825 pounds for Rotax 493 engines, 850 pounds for Rotax 593 engines); *is defined below in Table 1.*

Wheelbase: Maximum 80"  
 Overall Length: Minimum 110"  
 Maximum 150"  
 Overall Width: Minimum 50"  
 Maximum 55"

*Table 1*

<i>Chassis/Engine</i>	<i>Weight</i>	<i>Restrictor</i>
<i>F 500 Snowmobile derived engine</i>	<i>700 pounds (800 pounds for AMW and Rotax RAVE/ non-RAVE 494 engines, 825 pounds for Rotax 493 engines, 850 pounds for Rotax 593 engines).</i>	<i>Rotax 593 see section 14. Engine</i>
<i>F600 600cc motorcycle engines</i>	<i>875</i>	<i>32mm</i>

## 6. Transmission and Final Drive

### *A. Snowmobile-derived engines*

Transmission of power from the engine to the rear wheels shall be through an automatic torque converter-type, centrifugal variable ratio drive, using a belt and/or drive chain and centrifugal clutch. Sprocket and/or pulley diameters may be changed to alter the drive ratio. No electronically or driver-controlled variable drive is permitted.

### *B. Motorcycle - engines*

- 1. Only rear wheel drive is permitted.*
- 2. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.*
- 3. Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.*
- 4. All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are permitted. This may include cables, rods, or other mechanical linkage systems. All other shifting mechanisms are not permitted. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.*
- 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. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.*
- 6. Mechanical throttle mechanisms must be used on all engines. Computer, electronic or pneumatic control of the throttle position is not permitted.*
- 7. The use of jackshafts to transmit power from the output shaft to the rear axle is permitted.*
- 8. Final drive chain tensioners are permitted.*

## 14. Engines - Snowmobile-Derived Engines

### 15. Engines - 600cc motorcycle engines

- A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.*
- B. It is the purpose of this section to control the power level of current and future F600 engines to be approximately the same. Thus all engines must use individual inlet restrictors (IIRs) that comply with Appendix F, Flat Plate Intake Restrictor, except the third and fourth bullet items. The IIRs holes shall each be as listed in table 1. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may require adjustments to the restrictors at any time by publication in Fastrack.*
- C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the*

engine unless specifically authorized in these rules.

D. The stock ECU shall be used. The ECU fuel and ignition map may be changed. Devices that modify inputs to or outputs from the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.

E. Turbochargers and superchargers are prohibited.

F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.

G. The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.

H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems are permitted.

I. Oil coolers are unrestricted.

J. The cooling system is unrestricted.

K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is permitted. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.

L. Replacement of the standard connecting rod fasteners with alternate fasteners is permitted as long as there are no modifications to the production connecting rods. Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or to the production assembly.

M. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.

N. Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.

O. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.

## **16. Chain Guards**

## **17. Radiators**

## **18. Safety Items**

### **FV**

#### 1. #10580 (Stevan Davis) GCR Errors and Omissions for FV Bodywork

Thank you for your letter. Change 9.1.1.C.9.E: E. Any bodywork forward of the center of the torsion bar tubes shall ~~have a maximum width of 31.75 inches (80.645cm)~~ *not extend outward beyond the centerline of the shock towers (maximum width of 31.75 inches or 80.645cm).*

Change 9.1.1.C.9.K: K. Air ducting may be attached to the carburetor and/or the engine. *Brake ducts are not permitted.*

#### 2. #10581 (Stevan Davis) Addition to FV Rules to Define "Bodywork"

Thank you for your letter. Add 9.1.1.C.9.Q: *Q. Bodywork shall be defined as all panels external to the chassis/frame and licked directly by the air stream. This includes the floor pan. All bodywork shall be rigidly attached to the chassis and shall not move relative to the chassis while the car is in operation. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame.*

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

Thank you for your letter. Change 9.1.1.C.9.G: G. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel *with the exception of the steering wheel and/or an optional driver's head surround. Any removable head surround shall meet the following requirements:*

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

*2. Removal instructions for safety workers are recommended. Constructors and drivers should consider removal difficulty should the car be inverted off course.*

## **Grand Touring**

### **GT**

#### 1. #10284 (SCCA Staff) GTA Consistency

The GTA ruleset found at: <http://www.scca.com/clubracing/content.cfm?cid=44472> will be submitted to the Board of Directors for approval as a GCR Divisional only class for 2014.

### **GTL**

#### 1. #12068 (Club Racing Board) Consolidation Process for GTL

In 2012 the Club Racing Board (CRB) was given direction by the Board of Directors (BOD) to actively manage classes. That  
SCCA Fastrack News

direction led to the consolidation of the Touring classes and the incorporation of STO into GT2 in 2013. For 2014, CSR, DSR and Sports 2000 will be consolidated into two classes P1 and P2.

In 2012 the Club Racing Board (CRB) was given direction by the Board of Directors (BOD) to actively manage classes. That direction led to the consolidation of the Touring classes and the incorporation of STO into GT2 in 2013. For 2014, CSR, DSR and Sports 2000 will be consolidated into two classes P1 and P2.

In an effort to strengthen GT racing, the Club Racing Board has determined that the next class to be consolidated is GTL. The CRB is recommending a multi-step process that will fairly classify the existing (cars with log books issued prior to January 1, 2014) GTL cars into GT3, FP and HP. GTL will remain a Majors and Runoffs eligible for 2014 and will be eliminated in 2015. Current GTL cars may begin to run in GT3 or the appropriate Production classes starting on January 1, 2014. The current CRB proposal is as follows:

1. Reduce the speed potential of the current GT3 cars approximately 3 seconds a lap. This change will allow current 1.6-2.0 liter GTL cars to be unrestricted and move to GT3.
2. The remaining 1.2-1.5 liter GTL cars will be moved to FP with a weight penalty for tube frame chassis. This allowance will only be for existing GTL cars. No new tube frame cars can be built for FP.
3. Some of the very small bore 0.9-1.2 liter GTL cars will be moved to HP with a weight penalty for tube frame chassis. This allowance will only be for existing GTL cars. No new tube frame cars can be built for HP.

The CRB has presented this idea, at this time, to give the GT and Production communities time to recommend the best way to make these changes work. The CRB will listen to all those involved and will make every effort to incorporate as much of that input as possible.

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

None.

#### **MEMBER ADVISORIES**

##### **GCR**

1. #11995 (Club Racing Board) Request for Advisory Committee Resumes

The Club Racing Board is requesting those interested in serving on a number of its Advisory Committees to submit resumes at crbscca.com. Selected new members will serve beginning in 2014.

##### **Grand Touring**

##### **GT2**

1. #11427 (Robert Lentz) Request to Slow Down STO Cars Added to GT2

#### **GT2/ST/TA2 2013 CONSOLIDATION UPDATE**

The CRB recognizes that some adjustments are necessary and warranted to the newly consolidated GT2/ST/TA2 class. The intent is to create the best possible parity among this group of diverse race cars. Evaluations have been made from this season's well attended Majors and National races and will continue; however, more information is necessary for a proper evaluation of the adjustments required to avoid inappropriate adjustments. No changes will be made prior to the 2013 runoffs.

At the 2013 Runoffs, SCCA data acquisition boxes will be installed into select GT2 cars and this data will be used along with the data that has been gathered throughout the racing season to make competition adjustments that will be effective January 1, 2014.

##### **Super Touring**

##### **ST**

1. #11980 (ST Committee) Miata Chassis Definitions

Advise Competitors that the Mazda Miata has different chassis as they relate to ST and engine swaps. (The NA Chassis 1990-1997, the NB Chassis 1999-2000, and the NB Chassis 2001-2005) For example, a Miata running in STL may be a 1999-2000 using a 2001-2005 engine and may use a 1999-2000 intake manifold. However, a 2001-2005 chassis car cannot use a 1999-2000 intake on its engine.

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

##### **GCR**

1. #11860 (Eric Heinrich) Runoffs Schedule Change Request

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

## **Formula/Sports Racer**

### **FF**

1. #11624 (David Ott) Freeze Previous Track Records for FF  
Thank you for your request. The CRB does not recommend this.

### **Grand Touring**

#### **GT2**

1. #11745 (Ken Muth) Allow 40 mm Chokes for VG35  
Thank you for your letter. All V6 engines in the general size of 3.5 liters are required to run an SIR in GT2. The CRB has no plans to change this.

### **Production**

1. #10411 (Jesse Prather) Allow Aftermarket Connecting Rods in Production  
Thank you for your letter. This issue was addressed in the response to a series of earlier letters. The CRB does not recommend this change.

2. #11132 (Eric Prill) Alternate Connecting Rods for Level 2

Thank you for your letter. This request has been addressed in responses to a number of recent letters. The CRB does not recommend this change.

### **FP**

1. #11607 (Steve Sanders (Mazda North American Operations)) FP "Spec" Connecting Rod - Request for Approval  
Thank you for your request. The CRB has voted against allowing any alternate rods in Restricted Preparation Production cars.

### **Super Touring**

#### **STU**

1. #11093 (Chris Edens) Allow Alternate Turbo for Mazdaspeed Miata  
Thank you for your request. The requested part is not a duplicate of the Mazdaspeed part and therefore, the CRB does not recommend it.

### **STL**

1. #11156 (Victor Chalk) Allow JDM B16b Civic Type R Swap in STL  
Thank you for your request. Please provide a VTS and re-submit your request. SCCA VTS sheets can be found at: [www.clubracingboard.com](http://www.clubracingboard.com) (the Menu button) or [www.scca.com/clubracing/content.cfm?cid=44472](http://www.scca.com/clubracing/content.cfm?cid=44472) (under the Forms section).

2. #11568 (Robert Paszkiewicz) Classing Integra GSR for STL, Japanese OEM Fascia Request

Thank you for your request. The CRB does not recommend the body work changes you requested. The CRB encourages a review of the ST rules to keep your car in compliance.

### **American Sedan**

1. #11770 (Cheyne Daggett) Allow Modifications to the Grill Opening for Mustang GT  
Thank you for your request. Per ASCS 9.1.6.D.2 "Engine Cooling System," there are sufficient modifications available to improve engine cooling for all American Sedan cars. Therefore, the CRB has no plans to modify grill openings for the 2011 and newer Mustangs unless all available modifications can be shown to be inadequate.

2. #11771 (Cheyne Daggett) Allow alternate Bumper Covers for Mustang GT

Thank you for your request. The CRB has no current plans to allow alternate bumper covers on 2011-13 Mustangs in American Sedan.

### **Touring**

#### **T3**

1. #11618 (Patrick Womack) Weight reduction for BMW Z4M  
Thank you for your letter. The CRB does not recommend this change at this time.

### **PREVIOUSLY ADDRESSED**

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

##### **CSR**

1. #10498 (David Watson) Help With Weight for Stohr in CSR  
Thank you for your letter. Please see the response to letter #11189.

2. #11054 (Bruce Funderburg) SR1 Class Proposal

Thank you for your letter. Please refer to the approved rulesets located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>. Please see the responses to your topics (in bold print) below.

### **i. Engine and Weight Restrictions**

The CRB considered the potential problems of electronic throttle control to outweigh the possible cost of mechanical throttle control.

### **10. Supercharging is prohibited.**

Please see the current proposed rules, supercharging has been allowed.

### **SR1 Engine table**

#### **Lines C-G**

Thank you for your input the rules are adequate as written.

#### **Line I**

Thank you for your input the rules are adequate as written.

#### **Table K**

Thank you for your input the rules are adequate as written.

### **ASR Remains as a GCR Class Comments**

The new SR1 class will be designated as P1 and the SR2 will be P2. Since ASR is a regional only class the name is not being considered in the structure.

### **FV**

1. #11094 (Jeffrey Hennessy) Clarification/Change to Proposed Rule change - Tracking #10585

Thank you for your feedback. Please see the response to letter #10585.

2. #11413 (Thomas Kaufman) Add Wording to Section 9.1.1.9.G

Thank you for your feedback. Please see the response to letter #10585.

3. #11420 (Dennis Andrade) Proposed Rule Clarification

Thank you for your feedback. Please see the response to letter #10580.

4. #11424 (Craig Swinehart) Response to "What Do You Think?"

Thank you for your feedback. Please see the response to letters #10580, #10581, and #10585.

5. #11436 (Hugh Maloney) WDYT Letter #10580

Thank you for your feedback. Please see the response to letter #10580.

6. #11437 (Hugh Maloney) WDYT Letter #10581

Thank you for your feedback. Please see the response to letter #10581.

7. #11438 (Hugh Maloney) WDYT Letter 10585

Thank you for your feedback. Please see the response to letter #10585.

8. #11440 (Andy Pastore) Member Input: Clarification to the Bodywork Rule 9.1.1.9.E

Thank you for your feedback. Please see the response to letter #10580.

9. #11441 (Andy Pastore) "What Do You Think" #10581

Thank you for your feedback. Please see the response to letter #10581.

10. #11497 (Derek Harding) Define Bodywork #10581

Thank you for your feedback. Please see the response to letter #10581.

11. #11498 (Derek Harding) Allow Removable Head Surrounds #10585

Thank you for your feedback. Please see the response to letter #10585.

12. #11512 (Anthony Parker) June Fastrack Approval

Thank you for your feedback. Please see the response to letters #10580 and #10581.

13. #11515 (Terry Abbott) Supports FV What Do You Think

Thank you for your feedback. Please see the response to letters #10580, #10581, and #10585.

14. #11581 (Gary Kittell) #10580 Steven Davis FV Bodywork

Thank you for your feedback. Please see the response to letter #10580.

15. #11582 (Gary Kittell) #10581 Steven Davis Addition to FV Rule to Define Bodywork  
Thank you for your feedback. Please see the response to letter #10581.

16. #11583 (Gary Kittell) #10585 Steven Davis Allowing Removable Head Surrounds  
Thank you for your feedback. Please see the response to letter #10585.

17. #11619 (Greg Rice) FV Bodywork and Head Surrounds  
Thank you for your feedback. Please see the response to letter #10585.

18. #11663 (Bill Dennis) Opposed to #10585 (Stevan Davis) Add Wording to Allow Removable Head Surrounds  
Thank you for your feedback. Please see the response to letter #10585.

19. #11664 (Bruce Livermore) Support Letter #10580, Errors and Omissions  
Thank you for your feedback. Please see the response to letter #10580.

20. #11665 (Bruce Livermore) Support for Letter #10581, Improved Definition of Bodywork in FV  
Thank you for your feedback. Please see the response to letter #10581.

21. #11666 (Bruce Livermore) Support for Letter #10585, Allow Removable Head Surrounds in FV  
Thank you for your feedback. Please see the response to letter #10585.

22. #11674 (Bill Dennis) #10580 (Stevan Davis) GCR Errors and Omissions for FV Bodywork  
Thank you for your feedback. Please see the response to letter #10580.

23. #11675 (Bill Dennis) #10581 (Stevan Davis) Addition to FV Rules to Define "Bodywork"  
Thank you for your feedback. Please see the response to letter #10581.

24. #11746 (Bill Kephart) My View on Letter #10585 (Stevan Davis)  
Thank you for your feedback. Please see the response to letter #10585.

25. #11881 (Thomas Pape) Clarification to the Bodywork rule 9.1.1.9.E  
Thank you for your feedback. Please see the response to letter #10580.

26. #11882 (Thomas Pape) Addition to FV Rules to Define Bodywork  
Thank you for your feedback. Please see the response to letter #10581.

27. #11883 (Thomas Pape) Add Wording to Allow Removable Head Surrounds  
Thank you for your feedback. Please see the response to letter #10585.

28. #11902 (Dan Voss) Letter # 10581 Comment  
Thank you for your feedback. Please see the response to letter #10581.

29. #11919 (Paul Faford) #10580 Bodywork Clarification  
Thank you for your feedback. Please see the response to letter #10580.

30. #11920 (Paul Faford) #10581 Define Bodywork  
Thank you for your feedback. Please see the response to letter #10581.

31. #11921 (Paul Faford) #10585 Removable Head Surround  
Thank you for your feedback. Please see the response to letter #10585.

#### **ASR**

1. #11285 (Bruce Funderburg) Modify Width and Engine/Weight Requirements to Allow F5/F6 Based Cars  
Thank you for your letter, some of your suggestions have already been incorporated in the approved version of the P2 rules while others the CRB feels are not in the best interest of the new class.

#### **SR**

1. #11380 (MICHAEL DEVINS) Allow Alternate Wing Size in SR2  
Thank you for your letter. Please see the response to letter #11590.

## **Grand Touring**

### **GT2**

1. #11654 (Gerson Rosenberg) Competition Adjustment For GT2  
Thank you for your letter. Please see the response to letter #11427.

2. #11671 (Pete Peterson) Further Adjustments Needed for GT2  
Thank you for your letter. Please see the response to letter #11427.

3. #11827 (Christopher Rallo) Edit Spec Line Notes, Audi R8  
Thank you for your letter. Please see the response to letter #11894, Technical Bulletin.

4. #11829 (Christopher Rallo) Strike Not Required and Obsolete Note  
Thank you for your letter. Please see the response to letter #11894, Technical Bulletin.

## **Touring**

### **T2**

1. #11736 (Marty Grand) Touring 2 Disparity  
Thank you for your request. Please see the response to letter #11972, Technical Bulletin.

### **T3**

1. #11861 (Harley Kaplan) T3 Competition Levels  
Thank you for your letter. Please see the response to letter #11759, Technical Bulletin.

## **NO ACTION REQUIRED**

### **GCR**

1. #11731 (John Fine) Errors and Omissions  
Thank you for your inquiry. Please see letter #6539, January 2012 Fastrack. The Board of Directors approved this change in March 2012, effective 1/1/2013.

2. #11862 (Gordon Jones) Clarify Electrical Kill Switch  
Thank you for your letter. The rule is adequate as written.

## **Formula/Sports Racer**

### **CSR**

1. #11189 (Lee Alexander) Proposed 2014 SR1 Rules  
Thank you for supplying engine dyno data in addition to your letter. The CRB has used a HP/Torque/weight formula for the class and considers the current weight to be consistent with the matrix of engines. The CRB will be monitoring the performance of the new class and will make performance adjustments if necessary.

## **Production**

### **EP**

1. #11597 (Bill Lamkin) Clarification: Chassis vs. Body  
The body is defined in Appendix F as "all parts of the car above the floor licked by the air stream". Thus additional openings can be created in the floor to permit draining of dry sump tanks, etc. and this will not violate 9.1.5.E.9.a.1. Please note additional provisions of the Production rules that limit modifications to the floorpan in certain circumstances.

## **Super Touring**

### **STL**

1. #11952 (Michael Jones) Allow Parts Interchange in STL  
Thank you for your request. Drivetrain swaps are allowed within the rules so there is no need for update/backdate rule in ST.

## **Touring**

### **T3**

1. #11744 (Harley Kaplan) Safety Recommendations for T3  
Thank you for your letter. This is already allowed. Please refer to section 9.1.9.2.D.10.

## **RESUMES**

None.



# CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2013

NUMBER: TB 13-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/30/2013 unless otherwise noted.

## GCR

1. #11785 (Terry Ozment) Change sound language in the GCR

In GCR section 5.7.1.G, change the language as follows:

“Ensure that yearly ~~calibration~~ **certification** of the equipment (meter, cables, microphone, and field calibrator) has been performed by the manufacturer or a certified laboratory.”

Change the Sound control manual, page 10 as follows:

“The sound meter, microphone and field calibrator must be sent... “

2. #11809 (John Costello) Change the wording of section 9.3.20.C.2 of the GCR

In GCR section 9.3.20.C.2, change the language as follows:

“~~The back of each~~ **Each** driver’s helmet shall be labeled with a minimum of the driver’s name.”

3. #11903 (SCCA Staff) Add B-Spec to section 9.3.55, Windshield safety clips

In section 9.3.55, add the language as follows:

“Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, **B-Spec**, Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional.”

4. #12041 (Terry Ozment) Accept IMG license for Regional Racing

In GCR section 3.1.5.C, add new section 22 as follows:

“**22. International Motorsports Group (IMG) Advanced License**”

5. #11655 (Greg Amy) Require Alternate Category Designations on Cars

In GCR section 9.3.29.A, add the language as follows:

“... Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended. **Cars running in multiple classes must clearly identify which class and weight they are running.** The numeral “1” shall be exclusively reserved for the current national champion in each class for national events.”

6. #11840 (Peter Calhoun) Wet Tires- GCR 9.3.45

Effective immediately, in section 9.3.45, change the language as follows:

“In the Improved Touring, Super Touring, American Sedan, Spec Miata and Touring categories, ~~only DOT approved tires are permitted. Racing;~~ **any U rated, or better, DOT approved tire is permitted. Re-grooving of tires by any method once the tire has left the manufacturer is not permitted.** Recapped, or re-grooved tires are not allowed.”

## Formula/Sports Racer

### Prototype

1. #11508 (Mark Langer) Car Model Correction for Diasio D962R

In P1, Diasio D926R-Renesis, change the spec line as follows:

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor may be applied at any time
D	Diasio <del>D926R-</del> <b>D962R-</b> Renesis					Note: Chassis and bodywork as delivered by Diasio Car Com-	

2. #11378 (James Wege) SR2 spec line for Diasio

In P2, classify the Diasio D962 as follows:

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
<i>G</i>	<i>Diaso D962</i>				<i>Motorcycle only 1005cc max</i>	<i>Body, front splitter and wing either original OEM or P2 compliant.</i>

3. #11479 (Dan McBreen) The New SR2 Class - big participation potential  
In P2, Radical SR-3 and SR-4, add the weights and engine size as follows:

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
<i>C</i>	Radical SR-3 SR-4		<i>1000lb Stock 1005cc max Restrictor TBD 1300lb Stock 1005 &lt;1370 cc max Restrictor TBD</i>			Radical wing or SR2 class compliant wing and end plate Radical rear diffuser permitted

4. #11590 (mike devins) spec line wing rules for cheetah  
In P2, section e.2, change the Language as follows:

“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.”

In P2 (SR2) Spec Line Cars, change the following:

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes

A	AMAC, Aztec <i>Asteck</i> , Cheetah, Decker, Fox, LeGrand	94 / 54	950/1025	End plate mounting allowed, <i>except for Cheetah, Wing</i> maximum chord 16 inches for end plate mounting- mounted wings.	Max displace- ment 1005cc Restrictor per line B of SR2 engine table	Minimum width 55 inches
B	<i>AMAC-AM5, Fox-2 Seater, Zephyrus</i>	<i>94/54</i>	<i>900/950</i>	<i>End plate mounting allowed maximum chord 17 inches.</i>	<i>Max displace- ment 1005cc Restrictor per line B of SR2 engine table</i>	<i>Minimum width 55 inches</i>
B C	Enterprise Sports Racer					See GCR sec- tion 9.1.8.F for complete specifi- cations
€ D	Radical SR-3 SR-4		1300lb Stock 1370 cc max Restrictor TBD			Radical wing or SR2 class compliant wing and end plate Radical rear dif- fuser permitted
Ð E	Radical SR-3 Radical Cup		1500lb Sealed Radi- cal Cup engine and trans- mission Restrictor TBD			Radical wing or SR2 class compliant wing and end plate Radical rear dif- fuser permitted
E F	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 dif- fuser permitted
F G	Bobsy			Wing unre- stricted		

## FF

1. #11623 (Lois Petersen) Reference errors in FC/FF GCR section 9.1.1.B  
In FF, section 9.1.1.B.11, change the language as follows:

Engines  
Formula F engines  
The only permitted engines are:

- a. The Ford 1600 GT “Kent” pushrod “crossflow” as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in ~~Đ-2~~ **B.12**.
- b. The Ford 1600 GT “Cortina” engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in ~~Đ-3~~ **B.13**.
- c. The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit (all models starting 2009). The Honda Fit engine specifications are contained in ~~Đ-4~~ **B.14**.

#### Formula Continental Engines

The only permitted engines are:

- a. The Ford 2 liter single overhead camshaft “NE” series engine or the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine. The specifications are contained in ~~Đ-5~~ **B.15**.
- b. The Ford Zetec ZX3 2 liter dual overhead camshaft engine. The specifications are contained in ~~Đ-6~~ **B.16**.

In section 9.1.1.B.12.a.4, change the following:

“Valve guides are unrestricted provided the position of the valve is not changed. Standard Ford replacement valves, with over-size stems, may be used as normal repair/maintenance procedures. The specifications, in ~~Đ-4-f~~ **B.12.f** are mandatory. It is permitted to re-cut or replace valve seats. Valve seat angles are unrestricted.”

In section 9.1.1.B.12.a.7.D, change the following:

“The following specifications are used in determining compression ratio:

- A. Maximum bore size: 3.200”
- B. Minimum cylinder volume at Top Dead Center: 42.0cc
- C. Maximum valve protrusion from head surface:
- D. Only approved head gaskets may be used (~~see Đ-4.e.3~~) (**B.12.c.3**)”

In section 9.1.1.B.13, change the following:

#### 13. Cortina Engine

All of ~~Đ-4~~ **B.12** applies to the Cortina engine except as specified in this section. Components shall not be interchanged between the Kent and Cortina versions of the engine unless specifically authorized.

In section 9.1.1.B.15.x, change the following:

“Gaskets and seals are unrestricted except for the cylinder head gasket that has the requirements listed in ~~B-3-Đ-2-~~ **B.15.d.2** and the intake gasket. The intake gasket thickness must not exceed 1.1mm. Intake gasket is not to be construed as a spacer.”

In section 9.1.1.B.19, change the following:

“a. Formula F: The use of any single plate clutch on the Ford Cortina and Kent is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel, and provided that it shall have an operable clutch system. Carbon Fiber clutches are not permitted.

- b. The Honda Fit shall use the clutch specified in Section ~~Đ-14-~~ **B.14**.

Formula Continental

See ~~Đ-15 and Đ-16-~~ **B.15 and B.16**.”

#### FC

1. #11741 (John LaRue) rule clarification for section 9.1.1.16.j

In FF/FC, section 9.1.1.B.16.j, change the language as follows:

“ECU: The Pectel T2 unit is required. The current specification SCCA Club map or 2013 Pro map as published by SCCA is required. ~~Failure to use the current SCCA Club or 2013 Pro map will result in an automatic penalty of 1 year suspension from SCCA club racing.~~ The SCCA Club and 2013 Pro map are available on the SCCA website.”

#### Grand Touring

##### GT

1. #11970 SCCA Staff GT Allow Use of Race Tires of America Tires

Effective 1/1/14, in GT section 9.1.2.F.4.c.10, add the following language: ***Cars using 13” wheels may run 13 x 8 wheels, but only with Race Tires of America 20.0-8.0-13, bias ply, non-belted tire. Cars using 15” wheels may run 15 x 10 wheels, but only with Race Tires of America 23.5-10.0-15, bias ply, non-belted tire.***

##### GT2

1. #11893 (GT Committee) add wording

In GT2-ST, Ferrari 430 Challenge, add the notes as follows:

*"The competitor must have the rules in their possession and present them upon request."*

2. #11894 (GT Committee) GT2-ST Audi R8 linked to #11827

In GT2/ST, Audi R8, change the notes as follows:

"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.~~"

### Improved Touring

None.

### Production

1. #11174 (Mike Ogren) Change of wording for windshield removal

In Prod, Section 9.1.5.E.9.a.8, change the language as follows:

"A. Open cars ~~must~~ *may* remove the windshield glass, door window glass, quarter window glass, rear glass, vent glass, as well as its frames/channels and all mounting brackets. Window winding mechanisms can be removed. If removed, a replacement windshield must be installed. The replacement windshield must be fitted within the vertical planes of the front most and rear most elements of the stock windshield and frame. The replacement windshield must not exceed the height or width of the stock windshield and frame. Any portion of the windshield that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement windshield can be constructed of glass. *If the stock windshield frames/channels are retained, a high front roll cage hoop must be utilized, and the stock windshield can be retained or replaced. If replaced, the replacement windshield must be of a polycarbonate material with a minimum thickness of 6mm, be identical in size and curvature to the stock glass windshield, and have a minimum of three vertical inner supports to prevent the windshield from collapsing inward. Inner windshield supports must be a minimum of 0.75" by .125" straps of aluminum. The inner supports must be mounted a minimum of eight inches apart. The rear window can be removed, as well as its frames/channels and mounting brackets.*"

"B. Closed cars can retain or replace the stock glass windshield. The replacement windshield must be constructed of a polycarbonate material with a minimum thickness of 6mm, and must be identical in size and curvature to the stock glass windshield. Replacement windshields must have a minimum of three inner supports to prevent the windshield from collapsing inward. Inner windshield supports must be a minimum of 0.75" by .125" straps of aluminum. The inner supports must be mounted a minimum of eight inches apart. ~~Closed cars can replace the rear window with clear polycarbonate material having a minimum thickness of 3mm.~~"

"C. ~~Closed~~ *All* cars can remove all door window, quarter window and vent window glass. Window winding mechanisms can be removed. Door window, vent window and quarter window frames/channels can be removed. Door window slots can be covered. ~~Closed cars can install~~ *Rear, door, vent, and quarter window glass can be replaced with a* clear polycarbonate material having a minimum thickness of 3mm ~~to replace the rear, door, vent and quarter window glass.~~ The windows in the rear door of a 4 door car and quarter windows can be run in their stock open or closed position. Ducts can be installed in the door, vent and quarter windows or resultant door window openings, for the sole purpose of supplying cooling air to the driver."

2. #11422 (David Dewhurst) clarify word used within rule addition for trim.

In section 9.1.5.E.9.a.12, remove the language as follows and add a new section 13:

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

*13. Any interior or exterior trim pieces may be removed and the resulting openings may be covered with a solid panel.*

Re-number items 13 - 17

2. #11971 SCCA Staff Prd Allow Use of Race Tires of America Tires

Effective 1/1/14, in Production section 9.1.5.E.8, add a new section as follows: *c. Cars using 13" wheels may run 13 x 8 wheels, but only with Race Tires of America 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 15 x 10 wheels, but only with Race Tires of America 23.5-10.0-15, bias ply, non-belted tire.*

### HP

None.

### Super Touring

#### ST

1. #11416 (Greg Amy) E&O: "Standard Body Appearance"

In ST, section 9.1.4.C.1, change the language as follows:

*"Unless otherwise allowed, standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge. A photographic replica is not sufficient."*

## American Sedan

None.

## Spec Miata

None.

## Touring

### 1. #11941 (SCCA Staff) Clarify the Brake Duct Rule

In section 9.1.9.2.D.6.a.5, clarify the brake duct rule as follows:

"Duct intake openings may be created by the opening of 2 sections up to 14.5 square inches *each* in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches *each* of stock false grills originally located in the front fascia."

### 2. #12055 (Club Racing Board) Add verbage to add clarity to restrictor type in spec lines.

In T2, BMW E92 M3 (08-12), change the spec line notes as follows:

80 mm Inlet restrictor *Flat Plate Restrictor* required

In T2, Chevrolet Camaro SS, 1LE (10-13), change the spec line notes as follows:

67 mm *Flat Plate* Restrictor required

In T3, BMW M3 (01-06), change the spec line notes as follows:

48 mm *Flat Plate* restrictor required.

## T1

### 1. #11908 (Ted Hight) Clarify T1 rules to permit removal of steering lock

In T1, section 9.1.9.1.N.9, add the language as follows:

*Steering column locks may be removed or disabled.*

## T2

### 1. #11965 (SCCA Staff) Adjust ride height for T2

Effective immediately, in section 9.1.9.2.5.b.2.c, change the language as follows:

~~"Minimum ride height is 4.5" inches, to be measured without driver at the lowest point of the rocker panel, but not to include welded seams or fasteners."~~

*"T2 only: minimum ride height is 3.75" inches.*

*T3 and T4 only: minimum ride height is 4.5" inches,*

*Ride height to be measured without driver at the lowest point of the rocker panel, but not to include welded seams or fasteners."*

See racing memo 13-06

## T3

### 1. #12042 (Touring Committee) Clarify wording for restrictor

In T3, BMW Z4 M Coupe (2007), change the spec line notes as follows:

48mm *flat plate* restrictor required.

### 2. #12054 (Club Racing Board) Add 01-04 Mustang that was delisted in 2013

In T3, add the Ford Mustang GT (01-04) incl. Bullitt (2001), as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-Base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang GT (01-04) incl. Bullitt (2001)</i>	<i>90.2 x 90.0 4601</i>	<i>2573</i>	<i>17x9 (F&amp;R)</i>	<i>275</i>	<i>3.37, 1.99, 1.33, 1.00, 0.67,</i>	<i>3.27</i>	<i>(F) 330 x 28 Vented Disc (R) 295 x 18 Vented Disc</i>	<i>3330</i>	<i>H&amp;R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) permitted at 3400 lbs.</i>

#### T4

##### 1. #11911 (Touring Committee) Mazda 3

In Touring, Section 9.1.9.2.D.5.b.2, add section d as follows:

*“T4 only: Cars with alternate spring allowance in spec line, may use adaptors to allow fitment of springs.”*

#### B-Spec

##### 1. #11964 (SCCA Staff) Allow Windows and door panels to be removed in B-Spec

Effective Immediately, In B-Spec, add the language as follows:

See Racing Memo 13-06

In B-Spec, section 9.1.10.D.5, change the language as follows:

“All cars shall run with both front door windows fully open (down) *if equipped*, and shall have a driver’s side window safety net per GCR Section 9.3, Window Safety Nets. Any cars where a window safety net cannot be installed, arm restraints shall be used. Arm restraints are not an acceptable substitute for window nets in other cars. Window safety nets shall be mounted in such a manner to provide protection in the event the driver’s door opens. Rear windows shall be run in the closed (up) position.”

In B-Spec, section 9.1.10.E.34, add the language as follows:

“Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and *headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed.* Original radio/stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, hoses, and all duct work must remain except duct work under seats.”

# COURT OF APPEALS

**JUDGEMENT OF THE COURT OF APPEALS**  
**Steve Sturm vs. SOM - COA Ref. No. 13-09-NE**  
**August 10, 2013**

## FACTS IN BRIEF

On July 13, 2013 at the 2013 MARRS 7 regional event held at the Summit Point Motorsports Park, during the Saturday race on for SSM, David Gomberg, Assistant Chief Steward (ACS), submitted a Request For Action (RFA) seeking an investigation of a multiple car incident at Turn 1 that involved #83 driven by Bill Windsor, #90 driven by Steve Sturm, and #82 driven by William Petracca. Contact with the #90 car caused Mr. Windsor to spin and his car was struck by #82 who, unable to avoid contact, rolled into the gravel trap. Neither Mr. Windsor nor Mr. Petracca was able to continue. At the conclusion of the race, Mr. Sturm filed a protest against Mr. Windsor, citing 2013 GCR 6.11.1 (A, B, & C) – Rules of the Road, for failure to provide racing room. Mr. Sturm asserted in his protest statement that Mr. Windsor made an abrupt move toward the apex of the turn, and that Mr. Windsor's right rear made contact with Mr. Sturm's left front, causing the spin.

Since the parties involved were the same for both the RFA and the protest, the Stewards of the Meeting (SOM), John Deonarine, Larry Oliver, Steve Pence, Jim Harrison (SIT) and Steve Keadle, Chairman, combined the two actions, heard testimony, reviewed witness statements and reviewed a video. Their investigation concluded that Mr. Sturm (#90) was responsible for the contact with Mr. Windsor (#83). The basis for their decision was that Mr. Sturm failed in his obligation to pass safely and avoid contact. Mr. Sturm failed to put his car in position in time to reasonably expect racing room on the inside of Turn 1. The SOM disqualified Mr. Sturm and placed him on probation for three (3) subsequent race events. The penalties assessed four (4) penalty points to Mr. Sturm's competition license.

Mr. Sturm appealed the decision of the SOM.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Hoffman, Jack Marr and Rick Mitchell, Chairman, met on August 1 and 8, 2013 by Conference Call to review, hear and render a decision on the appeal.

## DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from Steve Sturm with related witness statements and video, received July 19, 2013.
2. E-mail statement from Steve Keadle, CSOM, received July 19, 2013.
3. E-mail statement from Steve Pence, SOM, received June 24, 2013.
4. Relevant sections of the Official Observer's Report, including video, dated July 14, 2013.

## FINDINGS

Witness statements from the Turn 1 workers reported that Mr. Windsor was running ahead of Mr. Sturm as they raced down the front straight. Their statements and video support the fact that Mr. Sturm had not reached Mr. Windsor's car when Mr. Windsor made his move to the apex of Turn 1. In Mr. Sturm's appeal, he stated that evidence he submitted would conclusively show that Mr. Windsor initiated the crash and that he, Mr. Sturm, had provided racing room. In its review of the evidence, the COA concluded Mr. Sturm's evidence is not substantive, but indeed, indicates that Mr. Sturm was responsible for the initial contact.

Mr. Sturm asserts that his testimony served only as a "prosecutorial" witness and that he was provided no opportunity to defend his actions. SOM hearings are held to determine the facts surrounding an incident, and "all parties shall be bound by the decision, subject only to appeal, as specified in GCR 8.2. (Hearings and Judgments) and 8.4.1. (Right to Appeal).

For the purpose of this section the term "party" means anyone who has protested or been protested, or who is the subject of a Chief Steward's Request for Action, in addition to anyone found to have been involved with and possibly responsible for the incident(s) in question.

## DECISION

The Court of Appeals rules that the SOM conducted their hearing in the appropriate manner, and finds no compelling evidence to overturn their decision. The COA upholds the decision of the SOM in its entirety. The penalties to Mr. Sturm are confirmed. Mr. Sturm's appeal is deemed to be well founded and his appeal fee, less an administrative fee, shall be returned.



# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | July 24, 2013

The Solo Events Board met by conference call July 24th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Bruce Lindstrand, Jerry Wannarka, 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).

## CHANGE PROPOSALS

### Prepared

#### #9672 XP Front Endplate Proposal

The PAC has provided the following corrected version of a previously-published rule change proposal for 2014: In Appendix A, under Prepared Class X (XP) change the second paragraph of 1.c to read as follows:

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 1.2sq ft. Wing endplate surface area is limited to 100 sq in (645.16cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

## MEMBER ADVISORIES

### Street Touring

#### #11792 Fuel Clarification

The SEB is not aware of a list of approved fuels, or of specifically how fuels become federally approved for street use. Distributors/retailers sell fuel marketed as "street legal" and the SEB believes that this is sufficient documentation, as the penalty for selling fuel not meeting federal requirements would be severe. Should a protest be lodged, the Protest Committee would look at the facts and make a ruling.

## NOT RECOMMENDED

### Stock

#### #11768 997 911 Move to AS Proposal

The SAC believes the 997 911 base model is appropriately classed in S-Street.

#### #10455, #10576 Boss 302 Move to FS Proposal and Mustang Classing Proposal

The SAC does not recommend moving the Ford Mustang Boss 302 (non-Laguna Seca) (2012-2013) to F-Street.

#### #11716 Seat Allowance Proposal

This change is considered inconsistent with the limited preparation philosophy of the Street Category.

#### #11813 Mazdaspeed 3 Classing Proposal

The Mazdaspeed is believed to be classed appropriately in D-Street.

#### #11820 Crossfire Classing Proposal

The Crossfire is believed to be classed appropriately in F-Street.

#### #11709 Short Shifter Allowance Proposal

This change is considered inconsistent with the limited preparation philosophy of the Street Category.

#### #11705 Focus ST Classing Proposal

Thank you for your input. The SAC believes the current classing is appropriate.

## **Street Modified**

### **#11491 Steering Allowance Proposal**

The SMAC does not recommend this proposal. The steering column within the passenger compartment is specifically excluded from modifications for safety concerns being these are "Street" cars. The current rule set already enables many options to increase steering rack speed (changing racks, changing internal box gearing, modifying idler arms/steering knuckles, etc.).

### **#11162 Alternate Subframe Proposal**

The SMAC does not recommend the proposed change. The intent of 16.2.T is to facilitate engine swaps ONLY and not to save weight.

### **#11269 Minimum Weight with Driver Proposal**

The SMAC does not recommend this change. Currently only the Modified category includes the driver, due to significantly lower vehicle weights. Also, ballast changes for two driver cars are considered problematic for the SM category.

### **#11631 Front Bumper Allowance Proposal**

The SMAC does not recommend this proposal. The committee does not believe modification or replacement of a safety item of this nature should be allowed within the SM category. The current rule set allows more than adequate provisions for installing an upgraded cooling system.

### **#11640 SM/SSM Classing Proposal**

SM and SSM participation at Nationals has been on an upward trend over the past 5 years. The SMAC will look at category restructuring if and when it becomes necessary.

### **#11660 Diffuser Allowance Proposal**

The SMAC does not agree with a diffuser allowance. Unlike a wing, a diffuser would need to be custom engineered for the specific vehicle it is being installed upon. The committee believes the requirements necessary in producing an effective diffuser are too costly and not healthy for the category.

### **#11795 Steering Column Allowance Proposal**

The SMAC does not recommend this proposal. The steering column within the passenger compartment is specifically excluded from modifications for safety concerns being these are "Street" cars. Any hydraulic power steering system can be converted to an electric system without modifying the steering column.

## **Prepared**

### **#9240 More LP Cars Proposal**

The PAC will continue to monitor and address the competitive balance in GP between the full-prep and limited preparation vehicles for addition of vehicles in the future. The PAC thanks the member for the request and input.

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#### **#11845 Shelby GT350 Classing Proposal**

The 2013 Shelby GT350 is not available through US Ford dealerships, and can only be obtained as an aftermarket modification by Shelby America. Therefore the SAC doesn't recommend classifying the car in Street category.

### **Street Touring**

#### **#11743 Mustang Move to STU Proposal**

Thank you for your input. Please see Street Touring item #10437, published in the August Fastrack.

## Street Modified

### #11213 Exhaust Proposal

Street Modified allowances for exhaust system and E85 have not changed, please see sections 15.10.I and 3.6 of the Solo Rules, respectively. Another reference suggested is the May 2013 Fastrack, item #9998.

## Prepared

### #11805 Charger & 300 Classing Comments

The PAC thanks the member for the input. This matter has been resolved by the Tech Bulletin in response to item #11819, found elsewhere in this issue of Fastrack.

## TECH BULLETINS

## Stock

### #11350 Spacer Clarification

The SAC has provided the following clarification of Section 13.4. This wording will also be added to the Street rules proposal.

#### "13.4 WHEELS

Any type wheel may be used provided it complies with the following: it is the same width and diameter as standard and as installed (including wheel spacers if applicable) it does not have an offset more than  $\pm 1/4"$  ( $\pm 6.35\text{mm}$ ) from a standard wheel for the car. The resultant change in track dimensions is allowed. Tire pressure monitoring sensors may be removed.

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. *On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel.* Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed.

Vehicles equipped with rims having metric specifications may use alternate rims as determined by using the following procedure:

Diameter: converting the metric measurement to inches and using the nearest smaller inch diameter rim.

Width: converting the metric measurement to inches and using the nearest smaller  $1/2"$  (12.7mm) width rim. Offset and track must still comply with the requirements of this section."

Note: This adjustment to the existing 13.4 rule will allow a competitor in this situation to follow a more common practice to utilize a single spacer to achieve the proper offset.

## Street Modified

### #11868 16.1R Side Mirrors

Per the SMAC, clarify 16.1.R. to read:

OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. in. *per mirror.*

## Prepared

### #11819 Charger & 300 Classing Comments

In response to member feedback, the previously published Tech Bulletin which was provided in response to item #10417 has been clarified to exclude the AWD models. It now reads as follows:

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

Dodge:

Challenger (2008-2013)

Charger (2006-2013) (*RWD*)

Chrysler:

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

#10197 Turbo Restrictor Clarification

The PAC has provided the following clarification for Section 17.10.C.2:

Add a new third sentence as follows: "*Induction system restrictors may be located within or be integral to the compressor housing, provided that all dimensional requirements of 17.10.C.2 are maintained.*"

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | August 7, 2013

The RallyCross Board (RXB) met via conference call on August 7. Attending were Warren Elliott, Chairman, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance were Stephen Harris, Brian McCarthy and Dick Patullo, BoD liaisons, and Howard Duncan 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 two new members have joined the Safety Committee, Mark Utecht from the Land O' Lakes Region and Rebecca Ruston from the Oregon Region. The Committee has been tasked to provide feedback on Safety Steward license renewal.

Two incident reports have been received in the last month. One report raised no concerns, while the other elicited several questions from Doctor. Once answers to those questions have been received from the submitting Region, Doctor will report back to the RXB.

On behalf of the Divisional RallyCross Stewards (DRXS) Hyatt requested any conclusions from any submitted debeat forms. Doctor reported that there has been no correlation to tire pressures from the half-dozen forms received thus far.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that this year's rules proposals are posted at the RallyCross forum for discussion and feedback from the membership. The RXB discussed the current rules timeline and how well it works with the BoD meeting schedule.

Lightfoot reported the receipt of two rules inquiries for the Committee that he will post for comment.

- National Championship Committee: Elliott reported coordinating with Pat Lipsinic, from the Northeast Oklahoma Region, to scrape and pack the National Championship site surface as soon as possible in preparation for the event in October. The bid to do the work is within the preapproved amount and has been given the green light. Mark Walker, from the Committee, will confirm the work has been done.

Key worker positions for the National Championship event were discussed and voted on by the RXB:

**Motion:** Accept the following key worker positions: Chief Steward – Steve Hyatt; Assistant Chief Steward – Karl Sealander; Operational Steward – Warren Elliott; Chief of Protest – Keith Lightfoot; Chief of Course – Charles Wright; Chief of Safety – Jerry Doctor; Chief of Workers – Ron Foley; Chief of Timing – Sandi Brown; Chief of Tech – Z B Lorenc. Hyatt/Lightfoot. PASSED 5-1 (Blakely absent, Doctor opposed)

These positions are subject to change and to approval by Jim Rowland, Midwest Divisional RallyCross Steward.

The RXB discussed plans recommended by the National Championship Committee to use impound procedures at the National Championship this year. With the goal early in 2013 to keep the Supplemental Regulations for National events unchanged for the year, the RXB decided to cancel any plans for an impound at this year's event. Doctor was in favor of implementing those impound procedures this year. Discussions will continue about incorporating impound regulations for 2014.

Contract negotiations 2014 National Championship site are ongoing but are close to being completed. An announcement will be released as soon as the contract has been signed.

- Marketing Committee (Ron Foley): Foley reported progress towards National Championship press releases with the first press release coming soon. He hopes to include a release this year that names the course designers and includes their proposed course designs.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt distributed a proposed 2014 National Challenge format and MotorsportsReg.com requirements for RXB review. Discussion will continue at future RXB meetings and be finalized by November. Elliott reminded the RXB to review the proposal for future discussion.

Hyatt reported a good DRXS meeting last month. Discussion included questions about the debeat form as noted above. Most of the stewards will be attending the National Championship.

## **Old Business**

- Landowner packet: The RXB received a draft of the RallyCross site acquisition packet. The RXB discussed a few adjustments to the packet. These materials should be available soon for Regions to use.
- Global Rallycross: Elliott reported on attending the Global Rallycross event in Loudon, New Hampshire. The Global Rallycross offering is much different than SCCA RallyCross and provides few cross-marketing opportunities. There may be the possibility of having an SCCA RallyCross booth to hand out materials and answer questions at selected Global events.

## **New Business**

- 2014 Divisional / National Challenge requirements (Howard Duncan): Duncan presented a proposal for National RallyCross program changes. This proposal would be composed of three core components: a National Championship, three to five National events, and nine Divisional Championship events. The RXB discussed the details and logistics of the proposal. Further discussions will continue at future RXB meetings to determine the workability and benefits it might provide the RallyCross program.
- Midwest Divisional Challenge: Lightfoot noted that the Midwest Divisional Challenge scheduled for September 14-15 does not have an active link to registration at the SCCA website. Howard Duncan will remind Brian Harmer to activate the link once he is back in the office.
- Legend Car eligibility request: Lightfoot received a request from a competitor with a log booked Legends Car to compete in RallyCross. The RXB denied the request. As a clarification, vehicles must be production based and road going based.
- 2014 National Convention sessions: With plans for early 2014 National Convention promotion, Howard Duncan requested that the RXB choose three session topics plus the Town Hall. Foley will determine those topics by the next RXB meeting.

Next meeting: September 4, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | August 6, 2013

The Road Rally Board met by conference call on August 6, 2013; meeting called to order by Rich Bireta at 7:29 pm CDT.

In attendance: Chuck Hanson, Sasha Lanz, Jeanne English, Len Picton, Clarence Westberg, Rich Bireta, Bruce Gezon, Deena Rowland from the National Office, and Jerry Wannarka from the BOD. Not in attendance: Howard Duncan from the National Office.

The July minutes were approved (Chuck/Len).

### General Road Rally/Regional:

- 1) 2014 Coker Tire Run - nothing new; Jeanne will contact them to solidify plans for this to be the 2014 USRRC; more info at our October meeting.
- 2) 2014 SCCA Convention – will be in Charlotte, NC, March 7-9; Howard has asked for suggestions from us for sessions geared toward leadership; Rich said that safety steward training is well received, and would like to keep it as one of our sessions.
- 3) Mentoring Report - nothing from Chuck; Rich has been in contact with Jim Fekete in Colorado, Jim has also talked with Jay Nemeth-Johannes.
- 4) 2015 USRRC -
  - a. Jay has produced a preliminary budget and distributed to us.
  - b. Rich will schedule a meeting/conference call with Howard (mid August due to Howard's travel) to pave the way for a conversation with Jay.
- 5) Significant changes to the Road Rally Championship -
  - a. See files in the DropBox (SCCA RRB 2013\Rule Changes – 2014\Bulletized)
  - b. Many of the changes originated with a memo from Bob DeMeritt, which was then revised by the NEC
  - c. Many significant changes proposed:
    - i. That the USRRC be a stand-alone event/championship
    - ii. Change to classes based only upon experience, i.e. removal of Stock, Limited and Equipped classes
    - iii. Points for the National Championship be based upon your best 3 of 5 national rallies run, and 4 of 6 regional rallies run (actual numbers to be determined)
    - iv. Removal or modification of regional events counting for the National Championship
  - d. See the DropBox for the July minutes from the NEC: Chuck added comments, and also posted a proposal from Bruce; please read.
  - e. It is too late for 2014 adoption, but what is the appetite for RRB members to undertake significant changes to the Road Rally Championship? There was discussion about combining the separate series (tour, course, GTA) into one series; the general consensus was that we can do this, likely for 2015. Jeanne asked about bringing back divisional rallies as part of the national series; currently, they are not compatible.
  - f. How do we get this done? Bruce suggested that we let the NEC work on it, come back with what they think is appropriate wording; he would like to be part of the meeting; have it ready for our September meeting and then take it to the Town Hall at the USRRC; post proposal on the SCCA Forum and on the Yahoo list for comments pro and con.
- 6) Strategic Plan for 2014 – please review the 2013 STRAP in our DropBox and send any suggested changes to Rich; we will review this at our September meeting.
- 7) Statement of Personal Opinion from Chuck – please read; it contains several important points, including: personal nitpicking only hurts the rally program, and we (the RRB) need to attend as many events as we can to help committees continue to be active.
- 8) 2014 USRRC – an invitation for proposals was posted on the SCCA Forum 8/15/13; so far no volunteers..

### Committee Reports

#### Rules Committee (Bruce) -

1. Article 16 – Controls and Time Reference - wording is in Dropbox, nothing changed since last month. Motion to approve and adopt - Jeanne/Chuck/passed with Clarence voting Nay
2. 2014 Rule Book
  - a. Changes for 2014 finalized at this (August) conference call.
  - b. Four changes:
    - i. Article 21 – Time allowances (Effective 4/2/13)
    - ii. Article 4 – 40 Championship point per week per region (Effective 3/1/13)
    - iii. Article 11 – Championship Classes (Effective for 2014 championship)
    - iv. Article 16 – Controls and Time Reference (Effective for 2014 championship)

- v. Rules done, just need 2013 winners; Jeanne will contact Dave Kolb about getting the RRRs updated by the USRRC
- vi. Article 8.B.1 - Motion: that the 2014 competition year be from after this year's USRRC until the end of calendar year 2014, and thereafter from Jan 1 to Dec 31. Bruce/Chuck/passed.

**Publicity Committee report (Sasha) -**

Current members are Dave Head and Cheryl Babbe, with Sasha as liaison; Sasha put out notice on the SCCA Forum for more members; Eileen Waters and her daughter are interested. SCCA.com/rally has news items about Texas Regions recent rally with great turnout and the upcoming Western Virginia National. SW Div report will have report about recent rally with great turnout; Rich submitted POR press release; this month's *Sportscar* had a nice rally article (thanks Rick Beattie).

**National Events Committee (Chuck) -**

- 1) Report in Dropbox – please read
- 2) National Sanction Fees - under review by SCCA HQ
- 3) Chuck plans to have prelim 2014 calendar to send to current committees asking for 2014 dates.

**Regional Development Committee (Rich) –**

- 1. Conference call held last week, included a discussion with Clarence regarding LOL efforts in growing their rally program; Len had a successful rally; RDC compiling experiences of Texas, LOL, and DC regions about their successes.
- 2. Len asked about incentives for rallymasters, what is being done around the country, is it successful in getting new rallymaster? Cal Club and Texas have monetary incentives; DC, LOL, and Steel Cities do nothing, Indy gives worker points; Kansas has good guy points.
- 3. Introduction to the Toolkit (on the SCCA website) is being considered; is it too complex? What about the Regional Rally book? Is it too complex? Clarence said that we need a specific guide for first-timers; make it so they don't have to do the paperwork but instead just let them go out and have fun.
- 4. Sasha will be invited to the next meeting

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

- 1. Len's note regarding Historic Rallying (carry over from May) – It is an opportunity to increase regional participation, but the region has to invest time to put on such an event. He compared it to the Hawthorn effect which concluded that anything improves with attention. Bruce said that people with older cars are looking for things to do with their cars, we need to 'fill their needs'.
- 2. Divisional Steward Responsibility (June Minutes) - Bruce said that we need to get them involved; Sasha (RRB liaison) sent them a message about calendar, to make sure all of their rallymasters know about calendar and newsletter. Len asked what is the relevance of the position? Motivate regions to put on rallies, whether already have program or not, help as needed, some regions need this help, others are fine as is, go to divisional conventions; the RR Policies and Procedures manual has a list. Sasha will contact the DRRSs about their duties, prodding them.
- 3. Worker Recognition (June Minutes) – postponed again due to time constraints.
- 4. Ongoing issues with SCCA.com:
  - a. Notifications of Forum postings often does not happen; the National Office acknowledges that this is a problem, but there are no plans to change or fix it at this time – the webmaster said that only people using the forum are road rally people (a small portion of total members), so he can't put in the time to fix it. Rich will put a note on yahoo group about this.
  - b. "Racing on the Street" (from "What Can I Do With My Car?" on the SCCA website) has been removed from the SCCA website.

Comment from Jerry Wannarka (BOD) – it is obvious that we really care about the Road Rally program; it's where he started and he has warm space in his heart for rally.

Meeting adjourned at 9:30 pm CDT.

Next meeting September 3, 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/news/index.cfm?cid=51448>

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