

## CLUB RACING BOARD

### Club Racing Board Minutes | September 3, 2013

The Club Racing Board met by teleconference on September 3, 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; and John Bauer, Technical Manager, Club Racing. The following decisions were made:

#### Member Advisory

None.

#### No Action Required

##### FF

- #12234 (David Ott) \*\*\*\*\*FORMULA FORD\*\*\*\*\*

Thank you for your letter. The CRB will continue to monitor the on track performance of the class.

##### FM

- #11454 (Daryl Drummond) Alternate Engine Builders for FM

Thank you for your letter. Please see the response to letter #10199, May 2013 Fastrack Minutes. Mike Williams, CER, Inc., was approved as an engine builder for the Pro Formula Mazda in Club Racing only in the June 2013 Board of Directors Meeting, effective 1/1/2014. At this time, no other engine builders are under consideration.

##### FV

- #12235 (Bruce Fuchiwaki) FV Safety Issue Head Surround

Thank you for your letter. Head surrounds are allowed in FV at this time but are not required.

##### STL

- #12045 (James Innes) Omission to Strut Tower Rules

Thank you for your letter. This is already allowed per GCR 9.1.4.2.D.1.

##### T1

- #11934 (Ted Hight) Correct Steering Lock Language for T1

Thank you for your letter. Please refer to letter #11908, September 2013 Fastrack Technical Bulletin.

#### Not Recommended

##### AS

- #12080 (Cheyne Daggett) Changes for 2014

Thank you for your letter. Please see the responses to your requests below.

1. The CRB has no plans to change the way restrictor size and weight are determined in American Sedan. All classes in SCCA specify a weight with driver regardless of the driver's weight.

2. The CRB has no plans to change the two tire size options for the Restricted Preparation 2011-13 Mustang.

3. The CRB has no plans to allow alternate body panels for the Restricted Preparation 2011-2013 Mustang. Please see the response to letter #11771, September 2013 Fastrack Minutes. Please review ASCS 9.1.6.D.7.b.1, which allows the use of an air dam/front spoiler which includes splitters.

An air dam/front spoiler must meet the requirements of 9.1.6.D.7.b.2 through 9.1.6.D.7.b.6.

## CONTENTS

<b>BOARD OF DIRECTORS</b>	<b>None</b>
<b>CLUB RACING</b>	<b>1</b>
CRB Minutes	1
Technical Bulletin	6
Court of Appeals	8
Time Trials Admin. Council	None
<b>SOLO</b>	<b>10</b>
SEB Minutes	10
<b>RALLY</b>	<b>22</b>
RallyCross	22
Road Rally	24
<b>LINKS</b>	<b>26</b>

4. The CRB will continue its monitoring of the Getrag MT82 transmission for reliability. There are no plans to provide an alternate transmission for the Restricted Preparation 2011-2013 Mustang at this time. Please see the response to letter #11233, July 2013 Fastrack Minutes.

#### **F**

1. #12043 (Michael Bernstein) Parity of Honda and Kent Motors in Formula F

Thank you for your letter. The CRB will continue to monitor the on track performance of the Honda and Kent engines in FF. There is no need for adjustment at this time.

#### **FA**

1. #11786 (Mark Tosa) Adding the Same Engine Platform from Different Engine Manufacturers

Thank you for your letter. Any engines to be considered for FA must provide complete build specifications and engine dyno information and will be considered on an individual basis.

2. #11826 (James Roberts) Allow F3 Cars into FA under Current GCR Homologation

Thank you for your letter. F3 cars are currently classified to run in FS as long as they meet all SCCA safety requirements. The CRB will monitor and evaluate on track performance for future consideration in FA.

#### **FV**

1. #12159 (Stan Clayton) Please Merge FST into FV on 1 January 2015

Thank you for your letter. The CRB is aware of the issues facing FV going forward and is working on long-term solutions to ensure the future of the class.

#### **P1**

1. #11659 (Brian Roberts) Allow Carbon Fiber Bodywork - b. Chassis; 4. CN Two-Seat

Thank you for your letter. After considering the intent of the class to be attractive to the current CN cars, the CRB is recommending the chassis, body and underbody aerodynamics be stock OEM as delivered. Competitors who desire to make modification can still run the cars meeting the general P1 rules and engine table. This will eliminate the provision for unrestricted undertrays.

In the proposed P1 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change 9.1.8.A.2.b.4:

4. CN Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the P1 class subject to the following restrictions. Chassis shall be constructed to the following specifications: FIA Technical Regulations for Production Sports Cars –Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., ~~except that undertrays are unrestricted.~~ Engines shall meet the requirements of line J in the P1 engine table.

#### **GCR**

1. #12273 (SCCA Staff) Change the Location of the Helmet Stickers

Thank you for your letter. The rule (GCR 9.3.20.A) is adequate as written. Note: Inspectors doing annual technical inspections should be aware of the type of seat being used and should place the stickers on the left hand side of the helmet in a location where it will be seen most easily by the grid workers.

#### **GT2**

1. #12014 (Wayne Graham) Increase SIR for 20B Engine

Thank you for your letter. The current SIR for this classification is 43mm not 37mm as referenced. The CRB believes this car/engine is classified correctly.

#### **STU**

1. #12095 (Will Clark) Allow Acura RDX Turbo in Honda S2000

Thank you for your request. The CRB does not recommend this change at this time.

#### **T2-T4**

1. #12012 (Jason Fitzpatrick) GCR Clarification; Touring Glass Sunroof

Thank you for your letter. The rule is clear as written.

#### **Recommended Items 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).

#### **AS**

1. #11778 (Bobby Beyer) 99-04 Mustang GT Restricted Prep Clarifications

Thank you for your request. Effective 1/1/2014 make the below changes to the specification line for the Ford Mustang GT (99-04) Restricted Prep.

<b>Ford Mustang GT (99-04) Restricted Prep.</b>	101.3	3.37, 1.99, 1.33, 1.00, .68	(F) 276/330 Vented Disc (R) 266 Vented Disc	3250	Max. Wheel Size: 17 X 9. Stock brakes <i>or Ford 13" Brembo (Ford Racing Part M-2300-X)</i> must be retained when using authorized wheels larger than 16X8. Installation of Full Preparation brakes requires the use of 16 X 8 wheels. <i>Cold Air Intake allowed. Replacement manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 O.D., measured at any tube location one (1) inch from the flange of the collector.</i>
---	-------	-----------------------------	---	------	--

**F5**

1. #12170 (Jack Walbran) Proposal 11739: Response: Proposal to Merge F600 Class into F500

**Revise wording to letter #11739 awaiting BOD decision at this time.**

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 ~~4 cycle F600~~ engines ~~to be approximately the same~~ *to yield approximately the same on track performance as the 2 strokes.* 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 32.0 mm in diameter~~ be as listed in table 1. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may *at any time require adjustments to items including but not limited to restrictors, minimum weights and final drive ratios* require adjustments to the restrictors at any time by publication in Fastrack.

**P2**

1. #12227 (Mark Schue) P2 Weight for YAC Engine

Thank you for your letter. In the P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, make the changes below to the P2 engine table for YAC and Quad 4 engines.

P2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.E	Engine to be used in S2000 only	<del>TBD</del> <i>1350</i>
H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs	Engine to be used in S2000 only	<del>TBD</del> <i>1300</i>

**SR**

1. #11182 (Kenneth Taggart) Proposed change to P1-P2 rule set

In the proposed P1 and P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change:

P2:

k. Engine, section f.:

f. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) ~~is not allowed.~~ *Engines utilizing stock ECUs with Drive-By-Wire systems are permitted as long as the throttle pedal activates the original throttle shaft activation mechanism of the production system. This activation mechanism may consist of the stock pedal assembly, twist-grip throttle or a potentiometer that is located on the engine and activated by cable or other linkage. No modifications are permitted that would disable any safety feature of the stock production system.*

P1:

i. Engine and Weight Restrictions, section 8:

8. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) ~~is not allowed.~~ *FBW, DBW, ETC systems are permitted. Any ECU utilizing FBW DBW ETC throttles, must use dual output pedal position sensing (or other ECU required fail-safes) and be capable of detecting a fault and limiting throttle activation.*

2. #11701 (Thomas Hamilton) Modification to P1 Proposed Engine Chart

Thank you for your letter. In the P1 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change line I of the P1 engine table. Strike the word "Volkswagen". Also, remove the word "Unrestricted" and replace it with "30 mm restrictor". Change the weight to 1350.

#### **GCR**

1. #12300 (Eric Heinrich) Clarification Request - Definition of Suspension Pickup Point(s)

Thank you for your letter. Add to Appendix F. Technical Glossary:

**Suspension Pick Up Point** – The point on the frame, subframe, cross member or chassis where the suspension members are attached.

#### **Taken Care Of**

##### **F5/F6**

1. Various Letters (30): Merger of F500 and F600

The CRB thanks all authors for your letters. Please see the response to letter #11739, September 2013 Fastrack.

Letter numbers: 11740, 11760, 11762, 11765, 12106, 12107, 12108, 12109, 12110, 12112, 12114, 12117, 12119, 12120, 12122, 12123, 12126, 12127, 12128, 12142, 12143, 12145, 12146, 12149, 12154, 12158, 12167, 12169, 12183, 12310

The CRB also thanks the authors of the below letters (36) (though not yet processed through the CRB).

12115, 12116, 12135, 12136, 12138, 12144, 12155, 12166, 12175, 12177, 12181, 12185, 12186, 12187, 12191, 12194, 12195, 12199, 12205, 12208, 12209, 12214, 12217, 12219, 12222, 12223, 12236, 12247, 12261, 12265, 12269, 12292, 12305, 12308, 12319, 12326

#### **FA**

1. #11797 (Mike Meyers) Classify FIA-Compliant European F3 Cars in FA

Thank you for your letter. Please see the response to letter #11826.

2. #11824 (Steve Zlotkin) Allowing Formula 3 Cars in Formula Atlantic

Thank you for your letter. Please see the response to letter #11826.

3. #11825 (Lee Alexander) Support Letter 11786 and Allow F3 cars in FA

Thank you for your letter. Please see the response to letter #11826.

4. #11830 (Toshio Kondo) Classify Dallara F3 in FA

Thank you for your letter. Please see the response to letter #11826.

5. #11833 (Walter Topper Jones) Classify Formula 3 Cars in FA

Thank you for your letter. Please see the response to letter #11826.

6. #11843 (Louey Jabouri) Inclusion of F3 Cars into Atlantic

Thank you for your letter. Please see the response to letter #11826.

#### **FV**

1. #12206 (Brian McCarthy) Misleading Letters on FV

Thank you for your letter. Please see the response to letter #12159.

2. #12233 (Bruce Fuchiwaki) Opposed to the Proposal to Integrate FV w/FST

Thank you for your letter. Please see the response to letter #12159.

#### **SR**

1. #12164 (Arnie Loyning) Classify Ford 2135cc 2 Valve for P1

Thank you for your letter. Please see the response to letter #11701.

#### **T2-T4**

1. #11999 (Richard Kulach) Regroup T3 Race at Runoffs

Thank you for your letter. This has been taken care of. Please see the updated 2013 Runoffs schedule.

### **T3**

1. #11998 (Derek Kulach) Move T3 for Runoffs and Grant Me My Number

Thank you for your letter. This has been taken care of. Please see the updated 2013 Runoffs schedule.

2. #12052 (David Muramoto) 2013 Runoffs Groupings

Thank you for your letter. This has been taken care of. Please see the updated 2013 Runoffs schedule.

### **What Do You Think**

#### **AS**

1. #11678 (Jim Wheeler) Allow Alternate Gear Sets for T-10 and Muncie Transmissions

The CRB and ASAC request your feedback on the idea of adding an alternate gear set for Full Preparation (FP) American Sedan cars with an appropriate weight penalty (TBD) (synchro mesh transmissions only). The proposal's premise is to create a more close ratio gear set to improve the reliability of FP drivetrains.

Proposal #1: Change the 2nd gear ratio to the 1.7 range, down from the 1.9 range. This will work for T-10s (gear ratio set "W") and Muncies (2nd gear change only).

Proposal #2: Change complete ratio set in the range areas 2.5/1.5/1.2/1.0. This will work for T-10s (gear ratio set "S"), Muncies (complete gear set change), and T-5s (complete gear set change).

In either proposal, there is no match with Tremec products.

The current suggested effective date is 1/1/2015.

Please provide your comments and suggestions on this idea through the [crbscca.com](http://crbscca.com) website.

### **RESUMES**

1. #11747 (Jacek Mucha) Request to Join Advisory Committee

Mr. Mucha has been appointed to the FSRAC effective the August 2013 conference call.

# CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2013

NUMBER: TB 13-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/2013 unless otherwise noted.

## American Sedan

AS

1. #12283 (SCCA Staff) American Sedan Aluminum Cylinder heads

Effective immediately, in section 9.1.6.D.1.k.1.h, clarify the language as follows:

"The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than ~~.800~~ **1.100** inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications."

Change the plunge cut dimensions as shown in "Figure 1 Valve Seat Cutting Dimensions" as follows:

~~.800 MAX~~ **1.100 MAX**

Note: This was included in Racing Memo 13-09

## B-Spec

None.

## Formula/Sports Racer

None.

## GCR

None.

## Grand Touring

1. #11892 (GT Committee) 9.1.2.F.4.e.13

In GCR section 9.1.2.F.4.e.13, change the language as follows:

OEM body-engine-chassis combinations run in their stock locations is allowed. *If the factory chassis is altered with respect to engine mounting or spindle location then engine location must comply with the following:* Stock Engine location is defined such that the forward-most spark plug is within 1.0 inch of the ~~stock location compared to the front axle centerline~~. Engine and transmission mounts may be of alternate shape and/or material. Cars with engines mounted longitudinal to the chassis MAY relocate the engine in a longitudinal, not lateral, direction within the following restrictions: (Note: A tolerance of up to a 1.0 inch setback is allowed if the engine is relocated.)

## Improved Touring

None.

## Production

1. #11950 (Dayle Frame) Allow weight reduction on Fiat X1/9

In HP, Fiat X-1/9 prep level 1/2, change the weight as follows:

~~2070~~ **2000**

## Spec Miata

None.

## Super Touring

1. #12267 (Blake Meredith) Allow alternate cylinder material for STL

In ST, section 9.1.4.G.4, add the language as follows:

“Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size. *Any surface treatment originally applied from OEM manufacturer on the specific engines bore may be re-applied after sleeving engine block.*”

**STL**

1. #12013 (John Schmitt) Throttle body specification for STL

In STL, add the Honda K20Z3 engine as follows:

STL	Maximum Displacement (cc's)	Minimum weight	Notes
<i>Honda K20Z3</i>		<i>See chart</i>	<i>Honda throttle body #16400-RAA-A130 and Karcepts adaptor # KIM01 may be used</i>

**STO**

1. #12316 (John Bauer) Clean up the camshaft lift rules.

In Appendix K, G.5, remove the following language:

“Alternate camshafts are allowed; ~~see individual class rules for lift limits.~~ Camshaft timing is free.”

**STU**

1. #12024 (Will Clark) Allow Larger differential cover for S2000

In STU, Honda S2000, add to notes as follows:

*“Evasive motorsports EVS-AP-DIFF-HC allowed”*

**Touring**

**T1**

1. #11909 (Jason Berkeley) Rear Wing 75lb Penalty Should also apply to non-OEM Rear Spoilers

In T1, section 9.1.9.1.B.2.i, add the language as follows:

“Cars with non-OEM rear wing *or spoiler*, shall increase minimum weight by 75lbs. or reduce their flat plate restrictor by 2mm.”

2. #12317 (John Bauer) Clean up camshaft rules.

In 9.1.9.1.E.5, remove the following language:

“Alternate camshafts are allowed; ~~see individual class rules for lift limits.~~ Camshaft timing is free.”

**T4**

1. #12016 (david mead) add T4 to 9.4.C.1.c

In GCR section 9.4.C.1.c, add the language as follows:

“All open cars with a high front hoop and all closed cars except those competing in the *T4*, Improved Touring, and Spec Miata classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in *T4*, Improved Touring, and Spec Miata classes also have the front hoop brace.”

# COURT OF APPEALS

## DECISION OF THE COURT OF APPEALS COMPLIANCE REVIEW – JIM DRAGO, SPEC MIATA RADIATOR SCREEN COA REFERENCE 13-10-RI September 3, 2013

### FACTS IN BRIEF

Jim Drago, SM competitor, submitted a request for review of a proposed radiator screen per GCR 8.1.4. (Spec Miata Class Specifications-Cooling System) to determine if it complies with the requirements of GCR 9.1.7.C.1.o.5. This section of the GCR reads:

“A radiator screen of ¼ inch minimum mesh may be added in front of the radiator and contained within the bodywork. Tape and / or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator.”

The proposed design consists of metal mesh attached to a surrounding ring that appears to be of metal. This surrounding ring is then attached to the front of the radiator air inlet opening in the front bumper.

Jim Averett, Chairman of the Stewards Program, appointed a Review Committee consisting of Gloria Larson, Dan Hodge, Rick Kosdrosky, and JoAnne Jensen, Chair.

The Committee met by conference call on August 20 and 22, 2013 to determine if the proposed design complies with the provisions of GCR 9.1.7.C.1.o.5. The Committee evaluated photographs and text provided by Mr. Drago and heard testimony from Jim Wheeler, Chairman of the CRB.

The Committee looked at two issues: the location of the screen and it's attachment to the car.

Regarding the location of the screen, the Committee heard from Jim Wheeler (Chairman of the CRB). Mr. Wheeler stated that he had no doubt that Mr. Drago's installation meets the “within the bodywork” requirement. However, there was doubt in the minds of the Committee with respect to the mesh. The air inlet opening in the bumper curls inward. The Committee was unsure if “within the bodywork” means within the plane of the exterior contour of the bumper and air inlet opening, or inside the edge of the lip formed on the interior of the opening and offered no opinion.

As to the attachment of the screen, the issue for the Committee was that “tape and / or other materials may not be applied to the mesh”. Mr. Drago stated “the new screen is attached with an outer ring and fastened directly to the bumper with screws and / or rivets”. The Committee finds this violates the restriction that “tape or other materials may only be added directly to the radiator” because the ring is an “other material” and it is fastened at the exterior of the radiator opening.

As a result of their deliberations, the Committee determined the proposed installation does not meet the requirements of the rule and is therefore non-compliant.

Per GCR 8.1.4.B the decision is forwarded to the Court of Appeals for review.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Jack Marr and Rick Mitchell, Chairman, met on August 6, 2013 and September 3, 2013 to review, hear and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

- Proposal from Jim Drago with photographs.
- Decision of the Review Committee.
- Physical examination of Miata front bumpers.
- Communication with Jim Wheeler, CRB Chairman.

### FINDINGS

The Court of Appeals finds that the bodywork extends as one continuous piece from the front bumper through the air inlet opening, and ends at the end of the duct formed on the interior of the opening. That this inner duct is bodywork is supported by the fact it is molded as a part of the front bumper and is not a separate part. Any screen must be installed behind this lip. As Mr. Drago's proposed screen is installed over the opening in the front bumper, it is not contained within the body work and is therefore non-compliant.

The Court Of Appeals further finds that the addition of this screen and surrounding ring may provide an aerodynamic benefit by narrowing/blocking the air inlet prior to the radiator and is, therefore, non-compliant.



Regarding the attachment of the screen, the Court of Appeals concurs with the First Court's determination that additional material is being added and is non-compliant.

**DECISION**

The Court of Appeals finds that Mr. Drago's proposed radiator screen is not compliant with GCR 9.1.7.C.1.o.5.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | August 26th, 2013

The Solo Events Board met by conference call August 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Connors; 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. The effective date for items being recommended to the BOD is 1/1/2014.

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

## MEMBER ADVISORIES

### Awards Nominations

The SEB is seeking nominations for the Rookie of the Year and Driver of the Year awards. Descriptions of these awards and lists of past winners may be found in Appendix V of the Solo Rules.

### #11932 Convertible Top Removal Clarification

There have been multiple letters written expressing concerns about the SPAC clarification regarding the tonneau cover needing to be in place if the soft top has been removed on a non-CR S2000. Many of these letters have focused on costs associated with this change. It is not the desire of the SPAC to make the sport more expensive for its membership, but the ruleset must apply equally to all cars in all SP classes. It is not always possible to reconcile the cost of preparing a particular vehicle with these rules without causing numerous unintended consequences for other vehicles.

## RECOMMENDED TO THE BOD

The following comprises the full list of change items which the SEB is recommending to the BOD for 1/1/2014 implementation, including both new items approved during the recent conference call and items which were previously published as being recommended.

### 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.”

### Stock/Street

The Street proposal is being recommended to the BoD for approval with one significant change from the most recently published version. Based on member feedback and discussions at the Nationals Town Hall meeting, G Street and H Street will be separate classes for 2014. The SEB will monitor participation and may propose future adjustments.

#### #8966 SC300 Classing Proposal

Change the applicable listings for Lexus models as follows:

In FS: Change Lexus 400 to Lexus SC400 (1992-2000)

In DS: *Add Lexus SC400 (DS) (1992-2000)*

In GS: *Add Lexus SC300 (GS) (1992-2000)*

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

Change the DS and GS listings for applicable BMW models as follows:

In DS change:

BMW

3 series (6-cyl *E30, E46, E9X* except M3) (*1984-1993, 1999-2013*)  
In GS add:  
BMW  
*3 series (6-cyl E36 except M3), (1992-99)*

## Street Touring

#9305, 9998 E85 usage proposal

Replace the last sentence in 3.6.A with the following:

*Fuels comprised of more than 15% Ethanol may only be used when specified by the manufacturer (e.g. in the owner's manual for Flex-Fuel vehicles).*

Also change the first sentence of 3.6.B to read:

In addition to fuels which are allowed by 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or the federally approved fuel known as E85.*

Rationale: The use of E85 is becoming more and more widespread within the Street Touring category. In some vehicles it can enable significant power increases, while in others it cannot. Cars have not been classed with this in mind. With inconsistent availability across the nation, it gives significant advantage to those willing to trailer their cars, as opposed to those who choose to daily-drive them. Unlike high octane pump fuels, E85 is relatively easy to police as its use is quite obvious due to smell. Ethanol content in a fuel sample can also be tested easily in the field.

In the Stock category, there is no option to retune a car for the use of E85 so only those designed as Flex-Fuel vehicles can use the fuel anyway. This change will have no effect there.

#9618 EGR Clarification

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.*

#10366 Solid Rear Axle Clarification

Add wording to 14.8.G as follows:

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

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

#10426 Alignment Allowance Proposal

Add new 14.8.H.4 as follows:

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

#10437 Cars Move to STU Proposal

In Appendix A, Street Touring Category, move the following listings to STU:

*Ford Mustang (N/A)*  
*Chevrolet Camaro (N/A)*  
*Pontiac Firebird (N/A)*  
*350Z non-NISMO*  
*Infiniti G35*  
*Hyundai Genesis (2.0L turbo) (2010-2013)*

In conjunction with the above, add the following new listings to STU:

*Chevrolet Corvette (1997-2004) (non-Z06)*  
*Hyundai Genesis V6*

### *Infinity G37*

Rationale: the STAC and SEB are recommending a package of RWD cars be moved into the STU class. The committee 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 classified 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.

## **Street Prepared**

### #9228 Alfa Romeo Move to FSP Proposal

Move *from D Street Prepared to F Street Prepared*

*Alfa Romeo*

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders (all)*

Note: The SPAC and SEB have received all positive feedback for this proposal.

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

Move the following listing items *from DSP to FSP*:

*Nissan 200SX SE-R*

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

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

Remove the following lines *from CSP*:

Civic (1.5L) (1984-87)

CRX (1.5L) (1984-87)

Change the applicable *FSP* listing line from:

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

to:

*Civic & CRX (1984-87)*

### #9961 Differential Allowance

Add the following new subsection 15.8.I 6:

*"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: It is believed that the SRT-6 model should stay in BSP. The N/A Crossfire does appear to be a good fit in DSP.

#10281 Electrical/Ignition Clarification

Change 15.9.E to read as follows:

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed.

*Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtails may be used.*

#10294 Clutch Allowance Proposal

Change 15.10.O to remove wording, as follows:

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

#10402 Porsche 924 Move to FSP Proposal

Move the following listing item *from DSP to FSP*:

*Porsche 924 (Audi engine)*

#10808 Shelby GT500 Classing Proposal

Add a new line listing item *to ASP* as follows:

Ford *Mustang S197 GT500 (2011-13)*

Also change the applicable ESP listing item to:

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

Rationale: 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 recommendation.

#10970 Neons on Same Line Proposal

Combine the lines *in FSP* under Chrysler, Plymouth and Dodge from:

Neon (all) (1994-99)

Neon (2000-05)

to:

Neon (1994-*2005*)

## Street Modified

#8936 Tow Hook Allowance

Add new section 16.1.U as follows:

*U. Bolt-on tow hooks and tie downs may be modified, removed, or replaced. Addition of tow hooks and tie downs are permitted and location is unrestricted. Non-standard tow hooks shall serve no other function.*

Rationale: Removal of bolt-on factory tow hooks and tie downs is believed to be within the spirit of the class and not a burden on competitors.

#11594 SMF Minimum Weight Proposal

Change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations to read:

Street Modified Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

*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.)

Rationale: With the recent increase in base weights it is believed that there is no longer a need for a 2-seater weight penalty in this class.

## Prepared

### #8267 Hood Vent Clarification

Change 17.2.S to remove text, as follows:

S. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1"; 25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled. Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than 1/2 inch (0.500"; 12.7 mm).~~

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0", 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A.

### #8312 Belly Pan Proposal

Change 17.2.B, second sentence, to read:

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

Also change 17.2.S, fifth sentence, to read:

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

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

### #8672 Bigger wheels in CP Clarification

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

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

### #8752 ABS Brake Proposal

Change Section 17.6.C to remove text as follows:

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

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

#### #9672 XP Front Endplate Proposal

In Appendix A, Prepared Class X, change 1.c as follows:

c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq ft (0.7432m<sup>2</sup>) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24cm) forward of the rear axle, more than 0" (0.0mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 sq in (129.0cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2sq 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).

### Modified

#### #9018 Baby Grand Classing Proposal

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

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

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

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

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

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

Any differential and final drive ratio may be used.

Any shock absorber may be used.

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

Any anti-roll bar may be used.

Any air filter is allowed.

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

Any battery may be used.

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

Minimum weight: 1250 lbs with driver.

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

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

Seatbelt harness dating requirements

Quick-release steering wheels

Fire extinguishers  
Fire-retardant driver suit and gloves  
Neck braces  
Head and neck restraints (HNR)

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

Helmets  
Car number and class designation  
Exhaust system, muffler, and tailpipe

#### #9074, 9981 F600 Classification

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

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

Rationale: Members have requested the addition of such a listing. While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the recommendation contains the explicit listing of the weight in the Solo Rules to address concerns expressed by members.

#### #9231 Aero Clarification

The following package of rule changes is recommended by the MAC in order to address various questions posed by the membership.

Add to 18.1.F.3.d:

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

Change 18.1.F.3.d to read:

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

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

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

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

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

*b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore to aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10” as viewed from above.*

#### #9251 Rear Spoiler Clarification

Add new subsection 18.1.F.4.7 as follows:

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

#### #9616 FM Weight Proposal

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

4. Minimum weights with driver

<i>Kawasaki 440</i>	<i>725 lbs</i>
<i>AMW engine</i>	<i>800 lbs</i>
<i>Rotax 493 and 494 engines</i>	<i>800 lbs</i>
<i>Rotax 593 engine</i>	<i>850 lbs</i>



*600 cc motorcycle engines*

*875 lbs*

*Wheelbase of 73" or less with 440 engine:*

*Subtract 25 lbs*

Also change A.7 as follows:

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

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

#### #9889 BM Turbo Engine Clarification

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

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

Also remove "naturally-aspirated" from C.4

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

#### #10033 Solo Vee Compression Proposal

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

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

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

#### #10277 Spoiler Strake Comment

Change 18.1.F.17, to read as follows:

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

*- up to 56 sq in (362.9cm<sup>2</sup>) for a roof spoiler;*

*- up to 100 sq in (645.16cm<sup>2</sup>) for a trunk spoiler;*

*- up to 36 sq in (232.26 cm<sup>2</sup>) for a front splitter.*

Rationale: the area dimensions are unchanged from the present rule; the intent of this change is to establish the minimum spacing of 6 inches, and to clean up and clarify the rule.

#### #11802 Club Racing Sports Racers Classing Proposal

Change the first sentence under "Modified Class B" in Appendix A to read as follows:

All Formula Cars or Sports Racers compliant under the **2013** Club Racing GCR, unless specifically classed elsewhere, with the following exceptions:

Also change the reference to "current GCR" in subsection E to read "**2013** GCR".

Also change the reference to "current Club Racing GCR" in subsection F to read "**2013** Club Racing GCR."

Rationale: The new GCR classes SR1 and SR2 contain a variety of allowances which are of concern for their potential negative effects upon competitive balance in B Modified. This minor change retains the 2013 status quo in BM for 2014, and provides time for the MAC and SEB to thoroughly evaluate these classes and their GCR rules.

## Kart

### #9363 KML Weights

Change various weight references in 19.1 as follows:

19.1.A.4. Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender ~~or class entered~~. Weights for entrants with karts having other engines are as listed in Section 19.1.D.3. *Ladies class may run with a 20lb weight reduction except engines listed in Section 19.1.D.3.*

19.1.D.2. KZ (ICC): All current or prior approved CIK/FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK/FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the Section 19.1 and ~~incur an additional 25 lb weight adjustment must run at 410lbs.~~

Note: The KAC and SEB wish to proceed with this proposal, as the weight changes to KM Open have been tabled.

### #9526 Age Exception for KM

Replace 4.1.A with:

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

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

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

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

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

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

Also add the following new section 19.1.H:

*H Minimum age requirement is 15 years old for participation in KM.*

Also change 1.3.2.B to read:

All competitors, except those in *Kart* classes, must have a valid driver's license.

Also change the last sentence of the first paragraph in 4.13.A to read:

All competitors, except participants in *Kart classes*, must also have a valid driver's license.

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

### #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 oversized washer to prevent the weight from pulling through the seat, with* a locking nut, pinch nut, double nut, or safety wire. No more than

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.”

## **TECH BULLETINS**

### **Stock/Street**

#### #12184 Mini Roadster Classing Proposal

Effective immediately upon publication, add the following new listings:

*D Stock*     *MINI Cooper Roadster S (2013-2014)*  
*D Stock*     *MINI Cooper Roadster JCW (2013-2014)*  
*H Stock*     *MINI Cooper Roadster (2013-2014)*  
*D Street*     *MINI Cooper Roadster S (2013-2014)*  
*D Street*     *MINI Cooper Roadster JCW (2013-2014)*  
*H Street*     *MINI Cooper Roadster (2013-2014)*

### **Street Touring**

#### #11816 STX Classing Proposals

Effective immediately upon publication, add the following new listings:

*STX*         *Saab 9-3 (non-Viggen) (1998-2012)*  
*STU*         *Mercedes CLK430 (1999-2003)*

#### #12037 Fiat 500 Turbo Classing Proposal

Effective immediately upon publication, add the following new listing:

*STC*         *Fiat 500 Sport Turbo (2013)*

#### #11968 Sonic Classing Comments

Effective immediately upon publication, add the following new listings:

*STF*         *Chevrolet Sonic n/a (2012-2013)*  
*STC*         *Chevrolet Sonic turbo (2012-2013)*

#### #12031 New Beetle Classing Proposal

Effective immediately upon publication, add the following new listings:

*STF*         *Volkswagen Jetta (2.0l, 8V) (2000-2004)*  
*STF*         *Volkswagen Jetta (2.5l)*  
*STF*         *Volkswagen Beetle (2.0l 8V) (1998-2005)*  
*STF*         *Volkswagen Beetle (2.5l) (2006-2010)*

#### #11907 E39 M5 Classing Proposal

Effective immediately upon publication, add the following new listing:

*STX*         *BMW E39 M5 (1998-2003)*

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock/Street**

#11783, 11876, 11887, 11912, 11939, #11940, 11956, 11966, 11969, 11978, 11986, 11987, 11988, 12004, 12039 Street Comments

Thank you for your input.

#### #12025 4th Version Street Comments

The alternate steering wheel allowance (13.2.F) has been restored in the final version of the Street proposal.

Rationale: The SAC would like to keep this allowance in the Street rules due to cars up to 1993 still having 9 years of

national eligibility left.

### **Street Prepared**

#11523, 11524, 11533, 11538, 11643 CRX/Civic in FSP Comments

The SPAC thanks you for your input. The proposal is being recommended to the BOD.

#11917, 11918, 11928 Hardtop Clarification Comments

Please see item #11932 elsewhere herein for clarification/explanation.

### **Modified**

#11714 Aero Comments

Thank you for your input.

### **Kart**

#11390 Kart Inspection Proposal

The KAC is researching minimum kart widths and kart heights for proper safety. It is expected that a proposal for a 2015 rule change will be forthcoming.

#11575 Kart Weight Clarification

The KAC prefers to make no changes to KM Open for now. Thanks for your input.

#11578 KM Weight Clarification

Thank you for your input.

#11592 Kart Comments

The age rule change has been recommended. The KML 20lb weight reduction has been recommended. The weight per bolt proposal has been recommended. The KM Open class changes have been tabled. Thanks for your input.

#11649 KML Weight Comments

The 20lbs reduction has been recommended, but the Open class changes have been tabled at this time. Thanks for your input.

#11713, 11715, 11720, 11989, 11990, 11991, 11993, 11994, 11996, 12006, 12009, 12019, 12020, 12021, 12033, 12035 Weight Comments

Thank you for your input.

#11718 KM Age Comments

Thank you for your input.

#11962 Spec Honda weight proposal feedback

Thank you for your input.

### **NOT RECOMMENDED**

#### **Stock**

#9385 Shock Allowance Comments

The proposal to add wording regarding drilling a hole in a strut bar for shock adjustment has been withdrawn per SAC recommendation.

#### **Street Touring**

#11586 FRS/BRZ Move to STR Proposal

The SEB has reviewed the results of STX competition at the Solo Nationals, along with member input regarding the classification of these models, and is not recommending moving the BRZ and FRS out of STX. The cars neither won

nor dominated the top placements in the class at Nationals, and at this time the SEB believes they are a good fit.

#11857 MR2 Turbo Classing Proposal

The STAC believes the Turbo MR2 exceeds the performance parameters of the ST category.

#11886 Cam Gear Allowance Proposal

Per the STAC, adjustable cam gears are not within the ST category philosophy.

#11895 Oil Cooler Allowance Proposal

The STAC continues to believe that oil coolers are not appropriate for ST.

**Street Prepared**

#11647 S2000 Move to SSP Proposal

The SPAC does not believe the requested change is necessary.

#10992 Aero Allowance Proposal

At this time the SPAC feels the aero rules are sufficient. Thank you for your input.

#11791 C5 Non Z Move to BSP Proposal

The SPAC feels that this car would be too fast for the current BSP; in addition, splitting the line would strand those members who have already built an SSP car from a non-Z06 C5 using Z06 components.

#11880 Convertible Allowance Proposal

The SPAC feels that this change is not consistent with the philosophy of Street Prepared. Thank you for your input.

**Prepared**

#9238 GP Limited Prep Adjustment Proposal

This proposal is being withdrawn.

**Kart**

#8535 Proposal to provide Spec Honda and modify weights

This proposal is being withdrawn.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | September 4, 2013

The RallyCross Board (RXB) met via conference call on September 4. Attending were Warren Elliott, Chairman, Brent Blakely, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance was Stephen Harris, BoD liaison.

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

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that the Committee has started discussions on Safety Steward license renewal procedures, which will probably follow a similar line as the Solo program with a time adjustment to account for fewer events.

The Committee has received additional information, a course map and photos, of an incident discussed last month. They hope to have the incident resolved shortly.

The Committee released the following Safety Bulletin last month:

It is clear based on reports and videos posted on the Internet that some SCCA RallyCross events are allowing passengers to use, either by oversight or permission, hand-held video recording devices. 6.3.A states: "All loose items, inside and outside the car (including the trunk and storage areas), must be removed." Passengers using these devices is a violation of this safety rule. Please review this rule and this application with all your event officials to insure compliance with this safety issue.

The Committee recommends that the RallyCross Rules be changed to clearly reflect this bulletin. Elliott also requested that the bulletin be posted at the website as a member advisory.

**Motion:** Accept the recommendation of the Safety Committee to adjust the RallyCross Rules to prohibit the use of hand-held recording devices by passengers. Hyatt/Foley. PASSED unanimously.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that the 2014 rules proposals are on track and will be ready for RXB review by October 1. Elliott requested that all RXB members be familiar with all rules proposals in preparation for discussions at the National Championship event in Tulsa.
- National Championship Committee (Brent Blakely): Blakely reported that grading and packing of the Tulsa surface by track personnel was scheduled and should be completed. He will check with Pat Lipsinic to confirm that the work has been completed.

The Committee has made plans to use three grids if possible this year. A second access point to the courses is being investigated. Plans are to have the two courses for Saturday preset on Friday with a minimal use of cones. Current plans are to set a practice course in an area outside the normally used space.

Doctor distributed an email previous to the meeting stating that a contract had been tentatively accepted, pending legal review, for the 2014 RallyCross National Championship site.

- Marketing Committee (Ron Foley): Foley is working on National Championship press releases to cover planned GoPro prizes, the course designers, and the True Grit award to be presented at the event.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported that four Divisional RallyCross Stewards attended last the meeting. Discussion included the RallyCross National Championship, the National Convention session topics and awards, and details of an incident. There was also a report that several RallyCross members worked as corner workers at the recent Global Rallycross events in Bristol, Tennessee and Atlanta, Georgia.

### Old Business

- Impound discussion: The RXB again discussed using an impound at the 2013 RallyCross National Championship. The discussion resulted in the following motion:

**Motion:** No impound periods will be used at the 2013 RallyCross National Championship. Hyatt/Blakely. PASSED 6-0-1.  
**Abstention:** Doctor.

- 2014 National Convention sessions (Foley): Foley explained how the new National Convention format would work and asked that the RXB to come up with some seminar ideas in time to present to the BoD for their December meeting. A few of the preliminary proposals included a Safety Steward update, how to start a new program, event management (“How to Put on a Good Event”), site acquisition, and course design. Steve Harris explained that the new format has been designed to attract the racers and enthusiasts in the club, so seminars should be geared towards them.
- “What is RallyCross” video (Lightfoot): Lightfoot reported that Tim Hardy from the Colorado Region is willing to produce a 3 to 4 minute video explaining RallyCross that would be available at the SCCA website. It would cover the basics of RallyCross such as safety, tech, car classing and event scoring. Lightfoot requested further content ideas, if any.
- 2014 National RallyCross program changes (Howard Duncan): Tabled.
- Landowner packet status: A few changes were requested prior to printing. Brian Harmer may bring some completed packets to the RallyCross National Championship.

#### **New Business**

- Record individual member votes except when voting is unanimous (Doctor): Doctor made the following motion:
 

**Motion:** Record individual member votes in RXB meeting minutes except when voting is unanimous. Doctor/Hyatt. PASSED unanimously.
- Application of SCCA Operations Manual Section 2.2 to meetings of the RXB (Doctor): At some point in the past the BoD requested that each the program boards put their official procedures in writing. Doctor pointed out that written procedures for the RXB do not currently exist and proposed that the RXB create the requested official procedures document. Doctor agreed to draft RXB official procedures using Section 2.2 of the SCCA Operations Manual as a guide.

Next meeting: October 9, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | September 3, 2013

The RoadRally Board met by conference call on September 3, 2013; meeting called to order by Rich Bireta at 7:36 pm CDT.

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

The August minutes were approved (Clarence/Bruce).

### General Road Rally/Regional

- 1) 2014 Coker Tire Run – nothing new this month, Jeanne will talk to them after this year's Coker Tire Challenge (Sept 20-22); more at our October meeting.
- 2) 2014 SCCA Convention – same as last month (Charlotte, NC, March 7-9, 2014; Howard would like 3-4 sessions that address the expansion of the program; i.e. leadership training, etc, Rich would like Safety Steward training also).
- 3) Mentoring Report – Clarence reported that his mentoring has gone well, he has a new rallymaster; Bruce reported that central PA needs safety steward training, he sent them the video and paperwork, they will return it to Bruce, who will forward it to Deena.
- 4) 2015 USRRC (JNJ Proposal) – No substantive change since last meeting.
  - a. Jay has produced a preliminary budget and distributed it to rrb@scca.com.
  - b. Rich is scheduling a meeting with Howard (this month due to Howard's travel).
  - c. Rich will schedule a call with Howard and Jay hopefully in next couple of weeks.
  - d. Two main concerns:
    1. monetary support – Bruce Lindstrand asked how much money is needed, we do not have an answer yet about that
    2. publicity/marketing – needs to be done by someone who knows how, such as marketing dept in Topeka.
- 5) Strategic Plan for 2014
  - a. 2013 STRAP is in the DropBox
  - b. No action this month; please review for October call.
  - c. Send any suggested changes to Rich; no further comments were submitted, final action next month
- 6) 2014 USRRC
  - a. No region has volunteered as of today. Invitation for proposals posted to SCCA forum 8/5/13.
  - b. Need to firm up the Coker Tire event (Chattanooga, Sept 2014) before this year's USRRC.

### Committee Reports

#### Rules Committee (Bruce):

There are five changes for the 2014 RRRs:

1. Article 21 – Time allowances (Effective 4/2/13)
2. Article 4 – 40 Championship point per week per region (Effective 3/1/13)
3. Article 11 – Championship Classes (Effective for 2014 championship)
4. Article 16 – Controls and Time Reference
5. Article 8 - Make the 2014 competition year extend from the 2013 USRRC through Dec. 31, 2014.  
Thereafter the competition year will be the calendar year.

Bruce has sent the wording for each change to Dave Kolb as each one was approved, we have asked Dave to have the RRRs ready for our October meeting; next is BOD approval. In the past, approval was done at their Dec meeting; Rich was hoping that we could do it this year by the October BOD meeting; Bruce Lindstrand asked Rich to send him the info and he will take care of it.

#### Publicity Committee report (Sasha):

Elaine Waters and her daughter have agreed to join the Publicity Committee, both are experienced with this; not sure yet exactly what they will do.

#### National Events Committee (Chuck):

- 1) National Sanction Fees - under review by SCCA HQ – no change.
- 2) 2014 National date requests have been received from Steel Cities and Arizona Border Regions.  
Discussion about AZB - last month Chuck said that we should support AZ Border to help them make sure their events meet quality standards expected of National rallies; Jeanne's efforts on Desert Sands were instrumental in them winning the Gervais for 2012; the NEC will watch their December rallies before approving the March rallies.
- 3) Chuck's motion to reconsider change to RRR Article 11.



Chuck said that we've been tweaking the rules for the past few years, it looks like we don't know what we're doing; the NEC has made a proposal for sweeping changes to the program. Bruce responded that the Article 11 change is primarily to clarify the usage of GPS and other apps, that we should leave the change as is and deal with NEC proposal separately. Motion from Chuck: rescind the change to action on Art 11, let it be under 2015 rules change. Chuck/Jeanne/failed

4) Significant changes to National Championship program – discussion:

Mike Thompson proposal is to go to a two class system – a: any correctable odo; b – anything else, with no experience limit; c – same equip as b, but less experience (25 points?); Mike added that anyone who finishes in top 20 % of class c be automatically bumped up to b. Bruce said there are 6,500 people in his standings data base. Proposal includes that rank is based upon the 'highest' person in car. Bruce suggested that the NEC revisit combining tour, course, and GTA into one series, which has support from several RRB members. Chuck said the proposal includes two types of regionals – championship and non-championship. The NEC will be involved with sanctioning; Clarence said that just adds another level of bureaucracy. Sasha said we should make all regionals count towards the championship. Chuck said regionals must follow RRRs. He also said that the proposal does not have worker points. Bruce and Clarence both commented that if there is only one series that there must be truth in advertising on fliers. The NEC will discuss their proposal further based upon this discussion. Rich expressed his appreciation for the work done on this.

**Regional Development Committee (Rich)** – Sasha was a guest on their most recent conference call.

**New Business General Road Rally/Regional** (change to old business for next meeting) -

1. Divisional Steward Responsibility (June Minutes)
  - a. Sasha will contact the Divisional stewards to make sure they know their responsibilities and that they are willing to do them.
  - b. Bruce said that they should do as the Policy and Procedures manual says
2. Worker Recognition (June Minutes) – not discussed due to lack of time

**Long-standing Issues -**

Ongoing issues with SCCA.com:

- a. Forum notifications disappearing
  - i. Problem acknowledged by SCCA, but no changes or fixes are planned for this feature. The RRB is the only competition program using the forums, apparently.
  - ii. Should we be looking for a replacement? Who will volunteer to investigate the options?
- a. Racing on Street == Road Rallying – it's back on scca.com.

Meeting unofficially adjourned when out time ran out at 9:30 CDT

Next meeting October 1, 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/>