

BOARD OF DIRECTORS

BOARD OF DIRECTORS | October 11-12, 2013

The SCCA National Board of Directors met at the National Office in Topeka, Kansas Friday, October 11 and Saturday, October 12. Area Directors in attendance were: Lisa Noble, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, and Brian McCarthy. Bruce Lindstrand participated via conference call.

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

The following guests participated: Steve Hudson – SEB Chairman, Jim Wheeler – CRB Chairman, Butch Kummer, John Bauer and Chris Blum, Club Racing Technical Department, Reece White, Public Relations Manager and Dave McDermott, President and CEO, Premier One.

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

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

IT AUDIT REPORT

Dave McDermott presented an overview of the IT operations for SCCA. The audit covered infrastructure, scope of work, prioritization, resources available and comparison to industry best practices for small to medium business. Personnel and devotion to task, and the passion of staff for the organization received high marks. There were areas for improvement noted such as equipment refresh and improved documentation processes. Some potential organization issues were also noted as well as headcount resources as is typical of many IT departments. McDermott noted that there are no immediate issues to address, however a plan should be put into place to make sure the IT department is equipped and appropriately staffed to meet the organizational goals. The BoD will appoint an IT oversight committee to work with staff and potentially external consultants, to build a plan and timeline with a report back to the BoD in December. Chairman Noble thanked Mr. McDermott for his assistance.

PRESIDENT'S REPORT

Dahnert presented an overview of current projects, status, and his observations year to date. Membership numbers are up almost 3000 for the year. The increased effort on branding, [SportsCar](#) refresh, and emphasis on customer service are seen as contributing to increased membership and member satisfaction. There have been many positive articles on SCCA in multiple publications. Sponsorship is behind based on our budget projections, and SCCA Inc. has recently retained a new sponsorship sales person. There are proposals out to several sponsors for opportunities in 2014 and beyond.

Preparation for the National Convention and MSX show in Charlotte NC is underway and progressing as scheduled. Several speakers are committed and booth sales are underway. Significant staff effort is being invested to make this a successful event for our members, both workers and competitors.

Both the Solo Nationals and 50th Runoffs were successful events. In-depth recaps will be presented to the Board at the December meeting.

SCCA is moving forward with a partnership with the World Karting Association.

A new vendor was brought onboard to revitalize the SCCA merchandise program. Response to date based on merchandise sales has been positive.

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FINANCIAL REPORT

Richard Ehret provided a full report on the SCCA Inc Year to date financials. Revenues were about 5% under budget, while operating expenses were 1% over budget. Operating loss for the year is projected at approximately \$180K.

Key variances on the revenue side were membership increases and other increased revenue. With the Majors launch, there were increases in race and meeting expenses and lower than projected sponsorship. Overall financials are healthy with good reserves in our investment account and the Board has a good understanding of the variances.

Preliminary 2014 operating budget was presented for review targeting a net operating income of \$150K, approximately the same as 2013 planned. Challenges will be increasing sponsorship revenue, Majors tour breakeven, national solo improvements and reducing convention costs.

Subsidiary financial reports - SCCA Pro racing will have a net operating income. Commercially they are debt free having paid off all commercial loans and will begin paying principal on SCCA Inc loans. SCCA Enterprises is forecasting a net loss of approximately \$100K for 2013.

Ehret reported that the 2014 Insurance renewal process underway. No significant increases are expected and we expect to be able to offer competitors a new optional offering of both on-track and off track/storage coverage in 2014.

SOLO EVENTS BOARD REPORT

Hudson presented an overview of the Solo rules proposals, including history and various revisions of the Solo Street Stock proposal presenting category with data going back 10 years. Hudson presented summaries of the Street Stock proposals, responses, and changes driven by over 400 comment letters to the various proposal revisions.

MOTION: To appoint Scott Dobler as SEDiv Solo Divisional Steward for 2014. Walsh/Langlotz. PASSED 13-0.

Appointments to the various program boards and committees in the Solo program are due in December. The Board has requested input from the SEB on those appointments as well as appointments to the SEB for 2014.

Noble, on behalf of the Board of Directors, thanked the SEB for their professional and thorough presentation of the Street Proposal.

MOTION: To approve the SEB rules package comprised as Items 1-37 and 39 as presented in BoD briefing book. Creighton/Patullo. PASSED 13-0.

Expectation is item 37 Street Stock proposal will have minor Errors and Omissions corrections in December BoD meeting primarily relating to section numbering and references to other rule book sections.

GENERAL

ITEM 1 (#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).

Modify 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 federally approved E85.*

Comment: 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.

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ITEM 2 (#9526) Age Exception for KM

Replace 4.1.A with:

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

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

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

1. Minimum age is 15 years old.
 2. Have approval of the event Chairman and event Solo® Safety Steward.
 3. Participated in at least four National Solo Events in Formula Junior A (JA).
- Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.

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

Also add the following new section:

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

Change 1.3.2.B to read:

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

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.

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

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ITEM 3 (#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.

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STOCK

ITEM 4 (#9275) BMW E36 Move out of DS Proposal

Change in DS:

BMW

3 series (6-cyl E30, E46, E9X except M3) (1984-93, 1999-2013)

Add to GS:

BMW

3 series (6-cyl E36 except M3), (1992-99)

Comment: This effectively moves the E36 non-M3 models from DS to GS.

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STREET TOURING

ITEM 5 (#10366) Solid Rear Axle Clarification

Add wording to 14.8.G as follows:

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

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

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ITEM 6 (#10218) Watts Link Proposal

Add a new 14.8.G.6 as follows:

Differential covers and attaching hardware may be replaced.

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ITEM 7 (#11426) Alignment Allowance Proposal

Add new 14.8.H.4 as follows:

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

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ITEM 8 (#9618) EGR Clarification

Add to 14.10.D:

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

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ITEM 9 (#10437) Cars Move to STU Proposal Package

In Appendix A, move the following listings to STU:

Ford Mustang (N/A)

Chevrolet Camaro (N/A)

Pontiac Firebird (N/A)

350Z (non-NISMO)
Infiniti G35
Genesis (2.0L Turbo) (2010-13)

In conjunction, add the following new listings to STU:

Chevrolet Corvette (1997-2004) (Non-Z06)
Hyundai Genesis V6
Infiniti G37

The SEB is recommending a package of RWD cars be moved into the class. This will provide a much wider variety of competitive options and encourage a renewed interest in the class.

The cars chosen include previously unclassified vehicles, as well as a few currently classed in STX and 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 Chevrolet Corvette C5 may appear out of place at first glance, but extensive analysis does not lead to believe it to have a competitive advantage due to its poor gearing. The Corvette C5 puts far less power to the ground at typical autocross speeds than other vehicles in STU. Further, the Corvette 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.

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STREET PREPARED

ITEM 10 (#9961) Differential Allowance

Add new subsection 15.8.I.6 in the solid axle allowances:

Differential covers and attaching hardware may be replaced.

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ITEM 11 (#10281) Electrical/Ignition Clarification

Add to 15.9.E as follows:

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

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ITEM 12 (#10294) Clutch Allowance Proposal

Change 15.10.O as follows:

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

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ITEM 13 (#9982) Crossfire Classing Proposal

Change the BSP listing from Chrysler Crossfire and Crossfire SRT-6 to:
Chrysler

Crossfire SRT-6

Add to DSP:

Chrysler

Crossfire (NOC)

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ITEM 14 (#9228) Alfa Romeo Move to FSP Proposal

Move from DSP to FSP:

Alfa Romeo

1600 Coupes & Spiders (all)

1750 & 2000 Coupes & Spiders (all)

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ITEM 15 (#10970, 10991) Neon on Same Line Proposal

Combine the lines in FSP from Neon (all) (1994-99) and Neon (2000-05) to:

Chrysler, Plymouth, & Dodge

Neon (1994-05)

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ITEM 16 (#9922) Honda Civic & CRX (1984-87) Move to FSP Proposal

Remove from CSP the following lines Honda Civic (1.5L) (1984-87) and CRX (1.5L) (1984-87) and change the FSP Listing from Honda Civic & CRX (1.3L) (1984-87) to:

Honda

Civic & CRX (1984-87)

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ITEM 17 (#9315) 200SX SE-R Move to FSP Proposal

Move from DSP to FSP:

Nissan

200SX SE-R

Sentra (2.0L) (1995-99)

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ITEM 18 (#10402) Porsche 924 Move to FSP Proposal

Move from DSP to FSP:

Porsche

924 (Audi engine)

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STREET MODIFIED

ITEM 19 (#8936) Tow Hook allowance

Add new section 16.1.U as follows:

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.

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ITEM 20 (#11594) SMF Minimum Weight

Change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations by removing text as follows:

Minimum Weight Calculations (without driver):

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

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

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

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PREPARED

ITEM 21 (#8312) Belly Pan Proposal

Change 17.2.B, second sentence, to read:

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

Change 17.2.S, fifth sentence, to read:

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

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

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ITEM 22 (#8267) Hood Vent Clarification

Remove text from the second paragraph of 17.2.S:

~~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).~~

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ITEM 23 (#8672) Bigger wheels in CP Clarification

Remove 17.4.G.2:

~~Wheels greater than 16" in diameter will receive a 50 lb. penalty.~~

Comment: The weight penalty for wheels over 16" has incrementally decreased over the last decade. The current 50 lb. 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.

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ITEM 24 (#8752) ABS Brake Proposal

Remove text from 17.6.C:

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

Comment: The 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.

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TEM 25 (#9672) XP Front Endplate Proposal
In Appendix A, Prepared Class X, change the second paragraph in 1.c:

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq. ft. *Canard endplate surface area is limited to 100 sq. in. (64.5cm²) each and the number of endplates is limited to a maximum of two (2). 45% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.*

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MODIFIED

ITEM 26 (#9251) Rear Spoiler Clarification

Add new subsection 18.1.F.4.7 as follows:

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

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ITEM 27 (#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

Comment: 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 to thoroughly evaluate these classes and the GCR rules.

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ITEM 28 (#9889) BM Turbo Engine Clarification

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

Turbocharged and supercharged engines are not permitted.

Also remove "naturally-aspirated" from C.4.

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

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ITEM 29 (#9074 & #9981) F600 Proposal & Comments

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

Formula 600 (weight: 875 lbs.)

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

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ITEM 30 (#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

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ITEM 31 (#10033) Solo Vee Compression Proposal

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

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

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

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ITEM 32 (#10277) Spoiler Strake Comment

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

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

- up to 56 sq. in. (362.9cm²) for a roof spoiler;

- up to 100 sq. in. (645.16cm²) for a trunk spoiler;

- up to 36 sq. in. (232.26 cm²) for a front splitter.

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

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ITEM 33 (#9231) Aero Clarification

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 inch 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.

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

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ITEM 34 (#9616) FM Weight Proposal

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

Minimum weights with driver

Kawasaki 440: 725 lbs.

AMW engine: 800 lbs.

Rotax 493 and 494 engines: 800 lbs.

Rotax 593 engine: 850 lbs.

600cc motorcycle engines: 875 lbs.

Wheelbase of 73" or less with 440 engine: Subtract 25 lbs.

Remove text from A.7:

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.

Comment: 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.

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KART

ITEM 35 (#11138) Change to allowable bolt on weights

Change 19.1.A.5 to:

5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used *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.

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ITEM 36 (#9363) KML Weights Comments

Change 19.1.A.4 as follows:

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.*

Change 19.1.D.2 as follows:

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 410 lbs.~~

Comment: The SEB wish to proceed with this proposal as the weight changes to KM Open have been tabled.

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ITEM 37 New Preparation Category

13. STREET CATEGORY

Cars running in *Street* Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. A Canadian-market vehicle is eligible for *Street* Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in *Street* Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year. A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the *Street* classes.

Except for modifications authorized below, *Street* Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in *Street Touring*®, *Street Prepared*, *Street Modified*, *Prepared* or *Modified* Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed. Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, *fuel caps*, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are used in the same location, and

provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in *Street* Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs,-etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures. It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

D. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.

E. Alternate shift knobs are allowed.

F. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Section 3.3.3.B.1, Safety Inspection Requirements.

G. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

H. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

I. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

J. Tow bar brackets may be installed but may serve no other purpose.

K. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

13.3 TIRES

Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in the Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.

A. Specifications

1. *Effective 1/1/14 - Minimum UTQG tread wear rating of 140*
2. *Effective 1/1/15 - Minimum UTQG tread wear rating of 200*
3. *Molded tread depth of 7/32" or greater as specified by the manufacturer.*
4. *Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"*
5. *Department of Transportation (DOT) approval.*

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National events.

1. *Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*
2. *The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*
3. *The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*
4. *Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*
5. *Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model falls below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*
6. *Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

C. Other

1. *Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*
2. *Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*
3. *No recap / retread may be used.*
4. *The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:*

No tires currently listed

13.4 WHEELS

Any type wheel may be used provided it complies with the following:-

1. It is the same width as standard, and as installed it does not have an offset more than $\pm\frac{1}{4}$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.
2. *Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. *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. Tire pressure monitoring sensors (TPMS) may be removed.

Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.

13.5 SHOCK ABSORBERS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.
2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.
3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative to the hub as on the standard part. Shims may be used to achieve compliance.
4. The fully extended length must be within ± 1 " of the dimension of the standard part.
5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.
2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops

installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

13.6 BRAKES

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

13.8 SUSPENSION

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. ~~Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.~~ Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

13.9 ELECTRICAL SYSTEM

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted,

provided they affix to the original standard location and serve no other purpose. (Modification of the distributor

cap for the purpose of installing allowed non-standard components is not permitted.)

B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.

C. Ignition settings may not be adjusted outside factory specifications.

D. No changes are permitted to electronic engine management systems or their programming.

E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

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

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

13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system *exits the car in the original location* and meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may use any or all of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

I. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

The accompanying proposed Street Touring changes are as follows:

Change 14.3:

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership:~~

~~Pirelli P Zero Corsa~~

Change 14.10.D as follows:

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

The accompanying proposed Street Prepared changes are as follows:

Change 15.3:

15.3 TIRES

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3.*

The list of non-eligible tires in *Section 13.3.C.4* is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

No tire models are currently listed.

Other associated proposed changes:

Modify 3.3.3.B.6 as follows:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at ~~any time during the start of competition.~~ ~~For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

Insert a new Section 20 as follows (and renumber the current Section 20 to 21):

20. STREET-R CATEGORY

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

20.1 TIRES

Tires must meet the eligibility requirements for Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3. The list of non-eligible tires in Section 13.3.C.4 is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

No tire models are currently listed.

20.2 Wheels

Any type wheel may be used provided it is the same width and diameter as standard, and as installed it does not have an offset more than $\pm\frac{1}{4}$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

20.3 Exhaust

Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system meets the requirements of Sections 3.5 and 3.3.3.B.15. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

20.4 Participation Requirement

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

Street Proposal Appendix A Changes

For 2014, the Stock category will remain in place and be renamed the Street-R category. All 2013 Stock classes will become Street-R (SR) classes and follow the rules which were in place for Stock at the end of 2013.

For 2015, the Street-R category will be reduced to a single class, SSR, as follows:

Super Street R (SSR) (Effective 1/1/2015)

Audi

TT RS (2012-13)

Chevrolet

Corvette (C6 chassis, non-ZR1) (2005-13)

Corvette Z06 (C5 chassis) (2001-04)

Dodge

Viper (non-ACR) (2008-10)

Viper GTS (1996-2005)

Viper R/T (1992-2003)

Viper SRT-10 (2003-07)

Lotus

Elise (non-SC) (2005-11) (see Appendix F)

Evora S (2011-13)

Exige (normally-aspirated) (2005)

Porsche

911 (997 chassis)

911 GT3 (997 chassis, non-RS)

911 GT3 (996 chassis)

911 Turbo (930 chassis) (1974-89)

Boxster S (2009-13)

Boxster Spyder (2012)

Cayman R (2012)

Cayman S (2009-12)

Tesla

Roadster (all) (2008-12)

The Street category class listings, effective 1/1/2014, will be as follows:

STREET CATEGORY

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

Audi R8

BMW 325 M-Technic

BMW M3 Lightweight

Callaway Corvette

Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)

Ferrari 355 & 360

Ferrari (NOC)

Ford GT

Lamborghini (NOC)

Lotus Elan M100

Lotus Elise SC (2008-11)

Lotus Exige S & S/C (2006-11)

Lotus Sport Elise (2006)

MINI Cooper S JCW (2002-05)

Mercedes Benz Black Editions

Nissan GT-R (2009-13)

Oldsmobile 442 HO W-41 (Sports package option)

Pontiac Firebird Firehawk

Porsche 911 GT2 (2002-05)

Porsche 911 Turbo AWD

SCCA Fastrack News

Porsche 911 GT3 RS (997)

Porsche 996 Turbo

Saleen Mustang S/C

Mercedes Benz Black Editions

Excluded from Street for reasons of stability per Section 3.1:

Dodge Caliber (non-SRT)

Fiat 500 (non-Abarth)

GEO Tracker/Suzuki Sidekick

Jeep CJ series

MINI Countryman

Nissan Juke

Suzuki Samurai

Scion xB (2004-06)

Scion iQ

Super Street (SS)

Audi

TT RS (2012-13)

BMW

Z8

Chevrolet

Corvette ZR1 (2009-13)

Dodge

SRT Viper (2013-2014)

Viper (NOC)

Ford

Mustang Boss 302 Laguna Seca (2012-13)

Mustang Cobra R

Lotus

Elise (non-SC) (2005-11) (see Appendix F)

Evora S (2011-13)

Exige (normally-aspirated) (2005)

Mercedes Benz

AMG NOC

Porsche

911 (997 chassis)

911 GT3 (997 chassis, non-RS)

911 GT3 (996 chassis)

911 Turbo (930 chassis) (1974-89)

Boxster S (2009-13)

Boxster Spyder (2011-2012)

Cayman R (2012)

Cayman S (2009-14)

Tesla

Roadster (all) (2008-13)

A Street (AS)

Acura

NSX Alex Zanardi Signature Edition

Cadillac

XLR

Chevrolet

Corvette (C6 chassis, non-ZR1) (2005-13)

Corvette Z06 (C5 chassis) (2001-04)
 Camaro ZL1 (2012-13)
 Dodge
 Viper (non-ACR) (2008-10)
 Viper GTS (1996-2005)
 Viper R/T (1992-2003)
 Viper SRT-10 (2003-07)
 Ford
 Mustang Boss 302 (Non-Laguna Seca) (2012-13)
 Mustang Shelby GT500 (2007-13)
 Honda
 S2000 (CR)
 Lotus
 Esprit Turbo (1996-2004)
 Evora (non-supercharged) (2010-11)
 Mazda
 RX-7 (Turbo) (1993-95)
 Pontiac
 Solstice GXP (2007-09)
 Porsche
 911 (996 chassis) (1998-2005)
 Boxster S (2005-08)
 Boxster (non-S, non-Spyder) (2009-13)
 Cayman (non-R, non-S) (2009-13)
 Cayman S (2006-08)
 Saturn
 Sky Redline (2007-2010)
B Street (BS)
 Acura
 NSX
 Audi
 RS4
 RS5 (2010-13)
 RS6 (C5 chassis) (2003-04)
 S4 (2010-13)
 S5 (2008-13)
 TTS (2009-13)
 BMW
 1 Series M Coupe (2011-12)
 M Coupe & Roadster (2001-02)
 M5 (2004-10)
 Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions
 Cadillac
 ATS 3.6L (2013)
 Chevrolet
 Corvette (C4 chassis, all) (1984-96)
 Corvette (C5 chassis, non-Z06) (1997-2004)
 DeTomaso
 Pantera
 Mangusta
 Honda

 S2000 (non CR)
 Jaguar
 XKR Coupe
 Maserati
 Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)
 Mazda
 MX-5 Miata (MSR) (2007)
 Miata Club Sport (2003)
 Mercedes-Benz
 C32 AMG (2002-04)
 CLK55 AMG (2001-06)
 SLK32 AMG (2002-04)
 SLK350 (2005-13)
 SLK55 AMG (2005-11)
 Mitsubishi
 Lancer Evolution (2003-13)
 Nissan
 Nismo 370Z (2009-13)
 Nismo 350Z (2004-2008)
 Pontiac
 Solstice (NA) (2006-10)
 Porsche
 911 (993 chassis, non-turbo) (1995-98)
 Boxster S (986 chassis) (2000-04)
 Boxster (non-S) (1997-2008)
 Cayman (non-S) (2005-08)
 Saleen
 Mustang (N/A)
 Saturn
 Sky (NA) (2007-2010)
 Shelby
 Cobra (all)
 Subaru
 Impreza WRX STI (including Special Edition) (2004-13)
 Toyota
 Supra Turbo (1993½-98)
C Street (CS)
 BMW
 M Coupe & M Roadster (1996-2000)
 M3 (E30 & E36 chassis) (1988-91 & 1995-99)
 Z3 (6-cyl, NOC) (1997-2002)
 Chevrolet
 Corvette (1963-82)
 Chrysler & Plymouth
 Prowler
 Ferrari
 308 & 328
 Jaguar
 XKE
 Jensen

Jensen Healey
 Lotus
 7 & 7A
 Eclat
 Elan (RWD)
 Elan +2
 Elite (1216cc)
 Elite 2+2
 Esprit (non-turbo)
 Europa
 Maserati
 BiTurbo
 Mazda
 MX-5 Miata (not including 2007 MSR) (2006-13)
 RX-7 Turbo (1987-91)
 RX-8
 Mercedes-Benz
 SLK
 Morgan
 Plus 8
 Nissan
 300ZX Turbo (1990-96)
 350Z (all) (2003-09, except Nismo)
 370Z (2009-13, except Nismo)
 Porsche
 356 Carrera (4-cam)
 911 (non-turbo, NOC)
 911 Club Sport
 914 (all)
 928 (all)
 944 (16v)
 944 Turbo (all)
 968
 Carrera 2 & Carrera 4 (964 chassis)
 Scion
 FR-S
 Subaru
 BRZ
 Toyota
 MR2 Supercharged
 MR2 Turbo
 TVR
 8-cyl & V6
D Street (DS)
 Acura
 Integra Type R
 Audi
 A3 quattro (3.2L V6, AWD) (2006-09)
 A5 (2008-13)
 S4 (2000-03)
 TT Quattro (AWD)
 Cadillac

 ATS 2.0L (2013)
 Chevrolet
 Cobalt SS (2.0L Turbo) (2008-10)
 Eagle
 Talon Turbo (AWD)
 Mazda
 MazdaSpeed3
 MazdaSpeed6
 MINI
 Clubman S
 Clubman S JCW (2009-13)
 Cooper Roadster JCW (2013-2014)
 Cooper Roadster S (2013-2014)
 Cooper S
 Cooper S Coupe (2013)
 Cooper S Coupe JCW (2013)
 Cooper S JCW (2006-13)
 Mitsubishi
 Eclipse Turbo (AWD)
 Lancer Ralliart (2009-13)
 Saab
 9-2X Aero (2.0L Turbo)
 Subaru
 Forester 2.5XT
 Legacy 2.5GT (2005-12)
 Impreza WRX (non-STI)
 Volkswagen
 Golf R (2012-13)
 R32 (Golf chassis)
E Street (ES)
 Alfa Romeo
 2000 Spider
 2000 GTV
 BMW
 Z3 (4-cyl) (1996-98)
 Datsun
 2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)
 Dodge
 Charger Turbo
 GLH Turbo
 Fiat & Bertone
 X1/9 (all)
 Mazda
 Mazdaspeed Miata (2004-05)
 Miata (1.8L) (1994-2005)
 Miata (1.6L)
 RX-7 (non-turbo, all)
 Morgan
 Plus 4, 4/4
 Pontiac
 Fiero (V6)
 Porsche

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

Shelby
Charger GLH-S (1987)

Sunbeam
Tiger

Triumph
TR-8

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

TVR
4-cyl & inline-6
V8
V12

F Street (FS)

AMC
AMX
Javelin (V8)

Audi
S4 (V8) (2004-09)

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

Buick
Regal & Grand National (Turbo V6)

Cadillac
CTS
CTS-V

Chevrolet
Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
Camaro SS (incl. 1LE) (2010-13)
Camaro (V8, NOC)
Camaro (V6) (2010-13)
Corvette (1953-62)

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

Datsun

280ZX Turbo

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

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

GMC
Syclone
Typhoon

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

Infiniti
G35 Coupe
G35 Sedan
G37 Coupe
G37 Sedan
Q45

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

Lexus
IS 250 (2006-13)
IS 300
IS 350 (2006-13)
IS F (2008-13)
GS400
SC400 (1992-2000)

Lincoln
LS (V8 sedans)
Mark VIII

Mercedes-Benz
C280 (2001-07)
C300 (2007-13)
C320 (2001-05)
C350 (2007-13)

C36 AMG
 C63 AMG (non-Black Series) (2008-13)
 CLK
 E55 AMG
 Mercury
 Capri (V8)
 Cougar (V8 & V6 Supercharged)
 Mitsubishi
 3000 GT Turbo
 Nissan
 300ZX (non-turbo) (1990-96)
 300ZX Turbo (1984-90)
 Pontiac
 Firebird (V8, NOC)
 Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
 G8 (V8 & NOC) (2008-09)
 GTO (2004-06)
 Trans Am Turbo (V-6)
 Porsche
 Panamera (2010-2013)
 Shelby
 GT350 (1965-70)
 GT500 (1967-70)
 Tesla
 Model S (2012-13)
 Toyota
 Supra (non-turbo) (1993-98)
 Supra Turbo (1987-92)
 Triumph
 Stag
 V8 sedans, pick-ups, and sedan-derived convertibles NOC

G Street (GS)

Acura
 CL (V6)
 Integra GS-R (1992-2001)
 Legend
 RSX Type S
 TL (all)
 Vigor
 Alfa Romeo
 1750 & 1750 GTV
 164 (non-S) (1991-93)
 GTV V6
 Milano
 Audi
 200 Turbo quattro
 5000 Turbo
 A3 (FWD) (2006-13)
 A4 (V6 & 4-cyl Turbo)
 A6
 A8 & V8 quattro (AWD)

Quattro Coupe (Turbo)
 S4 (100 CS chassis) (1992-94)
 TT (non-quattro/FWD) (2000-06)
 TT 2.0 Turbo (non-quattro/FWD) (2008-12)
 BMW
 2002 (all)
 318i & 318is (1991)
 318ti (1995-99)
 325e (eta engine)
 325i, 325is (1987-91), & 325ix (1988-91)
 Buick
 Reatta
 Cadillac
 Catera
 Chevrolet
 Camaro (V6) (1980-2002)
 Cobalt Sport (2.4L) (2008)
 Cobalt SS (2.4L) (2006-07)
 Cobalt SS (2.0L SC) (2005-07)
 Corvair (Turbo & 4-carb)
 Malibu (all) (2008-13)
 Chrysler
 Cirrus (V6)
 Conquest Turbo
 Laser Turbo
 PT Cruiser (Turbo) (2003-09)
 Sebring (V6)
 Daewoo
 6-cyl models
 Dodge
 Avenger (V6)
 Caliber SRT4
 Conquest Turbo
 Daytona IROC R/T
 Daytona Turbo (NOC)
 Lancer Turbo
 Neon (1995-99)
 Shadow (Turbo & V6, NOC)
 Spirit (4-cyl Turbo & V6)
 Spirit R/T
 SRT-4 (Neon chassis)
 Stealth (non-turbo)
 Stratus (V6)
 Eagle
 Talon Turbo (FWD)
 Fiat
 500 Abarth (2012-13)
 Ford
 Contour (V6)
 Fiesta ST (2014)
 Five Hundred
 Focus ST (2013)
 Fusion (6-cyl)

Mustang (4-cyl Turbo & V6) (1979-93)
 Mustang (V6) (1994-2010)
 Mustang SVO
 Probe (all) (1993-97)
 Probe (4-cyl Turbo & V6) (1989-92)
 Taurus SHO (1989-99, 2010-13)
 Tempo (V6)
 Thunderbird Turbo
 ZX2 S/R (1999-2003)

General Motors
 FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)

Honda
 Accord (V6)
 Civic Si (1986-87)
 Civic Si (2006-12)
 Civic Si Mugen (2008)
 CRX Si
 Prelude VTEC (1993-96)
 Prelude (2.3L DOHC) (1992-96)
 Prelude (1997-2001)

Hyundai
 Genesis Coupe (4-cyl Turbo) (2010-12)

Infiniti
 M30

Isuzu
 Impulse Turbo (all)

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

Kia
 Forte & Forte Koup (2.4L)

Lexus
 ES 250
 ES 300
 GS 300

Lincoln
 LS (V6 sedans)

Mazda
 323 GT Turbo (sedan)
 323 GTX Turbo (AWD)
 Mazda6 (V6) (2003-13)
 Mazdaspeed Protege
 Millenia S (Supercharged)
 MX-6 (4-cyl) (1993-97)
 MX-6 (V6 & 4-cyl Turbo, all)

Mercedes
 190 (16v)
 190 (2.6L)
 280 (1995-2000)
 C230 (1999-2007)

Mercury
 Capri (4-cyl Turbo & V6, US)
 Cougar (V6)

Milan (6-cyl)
 Montego
 Mystique (V6)
 Topaz (V6)

Merkur
 XR4Ti

Mitsubishi
 3000 GT (non-turbo)
 Eclipse (2000-12)
 Eclipse Turbo (FWD)
 Galant (V6)
 Galant VR4
 Starion Turbo

Nissan
 200SX (4-cyl Turbo & V6)
 240SX (all)
 300ZX (non-turbo) (1984-89)
 Altima (2002-13)
 Maxima (1992-2013)
 NX2000 (1991-93)
 Sentra (2.0L) (2000-01)
 Sentra SE-R (1991-94)
 Sentra SE-R (2002-12)
 Sentra SE-R Spec-V (2002-12)

Oldsmobile
 Calais W41

Peugeot
 405 Mi16 (1989-92)
 505 (1979-91)

Pontiac
 Firebird (V6)
 G5 GT (2.4L) (2007-08)
 G8 (V6) (2008-09)

Plymouth
 Acclaim (V6 & 4-cyl Turbo)
 Neon (1995-99)
 Sundance (V6 & 4-cyl Turbo)

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

Saturn
 ION Redline
 L series (6-cyl)

Subaru
 Impreza 2.5 (non-turbo)
 SVX

Toyota
 Camry (V6) (1992-2013)
 Celica All-Trac Turbo
 Celica GT (1994-2005)
 Celica GT-S (1986-93)
 Celica GTS (2000-03)

Celica ST (1994-99)
Supra (1982-86)
Supra (1986½-92)

Volvo

C30
S60R
V70R
Turbo models (NOC)

Volkswagen

1.8L Turbo models (NOC) (2002-06)
Beetle & New Beetle (1.8L Turbo)
Corrado (all)
Golf/GTI & Jetta (16v)
Golf/GTI & Jetta (1.8L Turbo)
Golf/GTI & Jetta (VR6 24v) (2002-05)
GTI (2006-13)
Jetta (2.0L Turbo) (2006-13)
Passat (1.8L Turbo)
Passat (V6, all)
Passat (W8)
Scirocco (16v)
VR6 (FWD, NOC)

H Street (HS)

Acura

CL (4-cyl)
Integra (1986-89)
Integra (NOC) (1990-2001)
RSX (non-Type S)
TSX

Alfa Romeo

1300
1600
2000 (4-door sedans)
Sedans (NOC)

AMC

Gremlin (4-cyl & 6-cyl)
Spirit (4-cyl & 6-cyl)

Audi

100 (non-S4)
4000 (all)
5000 (non-turbo)
80 & 90 (all)
Coupe quattro (non-turbo)

Austin

Mini (all)

Austin-Healey

100/4
100/6
3000
Sprite (all)

BMW

1600

1800
1800ti
1800 TiSA
2000 CS Coupe
318 (NOC)
318i & 318is (1992-98)
320
7 series (6-cyl)

Chevrolet

Aveo
Beretta (NOC)
Camaro (inline-4 & inline-6)
Chevette
Cobalt (2.2L, all) (2005-10)
Corvair (2 carb, non-turbo)
Cruze
Nova (4- & 6-cyl, RWD) (1962-79)
Nova (FWD) (1986-88)
Sonic (2012-13)
Spectrum (all)
Sprint (all)
Vega & Cosworth Vega

Chrysler

300M (1999-2004)
Laser (non-turbo)
PT Cruiser (non-turbo) (2001-2010)
Sebring (4-cyl)

Daewoo

4-cyl models

Datsun

1200
1500 & 1600 Roadsters
210 & B-210
310 & 310 GX
510
610
710
810
F10

Dodge

024 (1.7L)
Avenger (4-cyl)
Challenger (2.6L)
Charger (non-turbo, FWD) (1981-87)
Colt (1600, FWD)
Colt (1.8L 16v) (1993-94)
Colt (1.4L & 1.5L, FWD)
Colt (RWD)
Colt Turbo (1984-88)
Colt Turbo (16v)
Daytona (4-cyl non-turbo)
GLH (non-turbo)
Intrepid

Neon (2000-05)
 Omni (1.7L & 2.2L)
 Rampage (2.2L)
 Shadow (4-cyl non-turbo)
 Spirit (4-cyl non-turbo)
 Stratus (4-cyl)
Eagle
 Summit (1.8L 16v) (1993-96)
 Summit (non-turbo, NOC)
 Summit Turbo (16v)
 Talon (16v non-turbo)
Fiat
 124 (all)
 128
 131 (Mirafiori)
 850 (all)
 Brava
 Strada
Ford
 Aspire
 Contour (4-cyl)
 Cortina (all)
 Escort (all)
 EXP (all)
 Festiva
 Fiesta NOC (2011-13)
 Fiesta NOC (1976-80)
 Focus (except ST 2013)
 Fusion (4-cyl)
 Mustang (Inline-4 & Inline-6)
 Mustang II (4-cyl & 6-cyl)
 Pinto
 Probe (4-cyl non-turbo) (1989-92)
 Taurus (NOC)
 Tempo
 Thunderbird (V6 non-S/C) (1989-97)
 ZX-2 & Escort ZX-2 (non-SR)
Geo
 Metro
 Prizm
 Spectrum
 Storm (all)
General Motors
 FWD models (NOC)
 RWD V6 models (NOC)
Honda
 600
 800
 Accord (4-cyl)
 Civic (2006-13)
 Civic (NOC)
 Civic del Sol DX
 Civic del Sol S & Si (1994-97)

Civic del Sol VTEC
 Civic EX & Civic LX (1988-2013)
 Civic Si (1989-91)
 Civic Si (1999-2000)
 Civic Si (2002-05)
 CRX (non-Si)
 CR-Z
 Fit
 Insight
 Prelude (1979-91)
 Prelude S (1992-96)
Hyundai
 Accent (1995-2012)
 Scoupe (all)
 Tiburon (all)
 NOC
Infiniti
 G20
Isuzu
 Impulse (non-turbo)
 I-Mark (all)
 Stylus (all)
Jaguar
 120
 140
 150
Kia
 Forte & Forte Koup (2.0L)
 Optima
 Sephia (1.8L)
 Spectra5
Lancia
 Beta (all)
 Scorpion
Lotus
 Cortina
Mazda
 Mazda2 (2011-13)
 Mazda3 (2004-13)
 323 (1.6L 8v)
 6 (4-cyl)
 626 (all)
 808
 929
 Cosmo
 GLC (all)
 Millenia (non-S)
 MX-3 (all)
 MX-6 (non-turbo) (1988-92)
 Protégé MP3 (2001)
 Protégé (NOC)
 R100
 RX-2

RX-3
 RX-4
 Mercedes
 NOC
 Mercury
 Bobcat
 Capri (FWD)
 Capri (4-cyl & V6, German)
 Capri (4-cyl, US)
 Cougar (4-cyl) (1999-2002)
 LN-7 (all)
 Lynx (all)
 Milan (4-cyl)
 Mystique (4-cyl)
 Sable
 Scorpio
 Topaz (4-cyl)
 Tracer (all)
 MG
 MGA
 MGB & MGB-GT
 MGC
 Midget (all)
 "T" Series
 MINI
 Clubman (non-S) (2008-13)
 Cooper (non-S) (2002-13)
 Cooper Coupe (non-S) (2012-13)
 Mitsubishi
 Cordia (all)
 Eclipse (8v & 16v, non-turbo)
 Galant (4-cyl non-turbo)
 Lancer (non-turbo)
 Mirage (all)
 Precis
 Premier (all)
 Starion (non-turbo)
 Tredia (all)
 Nissan/Datsun
 200SX (4-cyl non-turbo)
 Altima
 Maxima (NOC)
 NX1600
 Pulsar (all)
 Sentra (1982-2013) (NOC)
 Stanza
 Versa (2007-13)
 Opel
 1100
 1900 (all)
 GT
 Isuzu (all)
 Manta

Peugeot
 405 DL & 405 S
 Pininfarina
 2000
 Plymouth
 Acclaim (4-cyl non-turbo)
 Arrow
 Champ
 Colt (1.5L)
 Colt (1.8L 16v) (1993-94)
 Horizon
 Laser (non-turbo)
 Neon (2000-01)
 Sapporo
 Scamp (2.2L)
 Sundance (4-cyl non-turbo)
 TC3
 Turismo
 Pontiac
 G5 (2.2L) (2007-09)
 T-1000
 Fiero (4-cyl)
 Firebird (inline-4 & inline-6)
 LeMans (FWD) (1988-93)
 Sunfire (2.2L)
 Vibe
 Porsche
 356 (non-Carrera)
 912
 924 (Audi engine)
 Renault
 NOC
 Saab
 NOC
 Saturn
 8v
 Astra (2008-09)
 DOHC models (NOC)
 Ion
 L series (4-cyl)
 Scion
 tC (incl. Release Series 5.0,2009) (2005-13)
 xA (2004-06)
 xB (2008-12)
 Shelby
 Charger (non-turbo)
 Subaru
 Impreza 2.0i
 Impreza (NOC)
 Legacy (NOC)
 Sedan Turbo (NOC)
 NOC
 Sunbeam

<i>Alpine (4-cyl)</i>	<i>TR4</i>
<i>Suzuki</i>	<i>TR4A</i>
<i>Esteem GL</i>	<i>TR6</i>
<i>Forenza</i>	<i>TR7</i>
<i>Kizashi (2010-13)</i>	<i>Volkswagen</i>
<i>Swift (all)</i>	<i>air-cooled models (all)</i>
<i>SX4 sedan (2007-13)</i>	<i>diesel models (all)</i>
<i>Toyota</i>	<i>Beetle (2.0L)</i>
<i>Camry (4-cyl)</i>	<i>Dasher</i>
<i>Camry (V-6) (1988-91)</i>	<i>Fox</i>
<i>Celica (FWD; NOC)</i>	<i>Golf/GTI & Jetta (8v, all)</i>
<i>Celica (RWD)</i>	<i>Golf TDI</i>
<i>Corolla (all)</i>	<i>Jetta (2.5L) (2005-13)</i>
<i>Cressida</i>	<i>Jetta TDI (2005-06, 2009-13)</i>
<i>Echo</i>	<i>New Beetle (NOC)</i>
<i>Matrix (all)</i>	<i>Passat (4-cyl non-turbo)</i>
<i>Paseo</i>	<i>Quantum</i>
<i>Prius</i>	<i>Rabbit & GTI (all, NOC)</i>
<i>Starlet</i>	<i>Rabbit (2007-09)</i>
<i>Supra (1979-81)</i>	<i>Scirocco (8v)</i>
<i>Tercel</i>	<i>Volvo</i>
<i>Yaris</i>	<i>P1800</i>
<i>Triumph</i>	<i>NOC</i>
<i>GT6</i>	<i>Yugo</i>
<i>Spitfire</i>	<i>all</i>
<i>TR2</i>	<i>RWD pickup trucks (NOC)</i>
<i>TR250</i>	
<i>TR3</i>	

ITEM 39 (#10808) Shelby GT 500 Classing Proposal

Add to ASP: Ford

Mustang S197 GT500 (2011-13)

Change the ESP listing to: Ford

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

Comment: The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this proposal.

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MEMBER SERVICES REPORT

Arnold presented an update on the membership program and status reports on current initiatives.

Membership is up compared to previous years. SCCA is seeing a higher membership renewal rate and about 50% of the growth is new membership. Within the Club Racing program, the trend continues to show that more members exit the program than enter. The Solo program, however, is growing.

Arnold has initiated a program to recruit local region members to call lapsed members personally to better understand the reasons for non-renewal/lapse. This data will assist in developing incentives and ideas for improved member retention.

A survey of new and non-renewing members was conducted over the summer. As expected, lapsed membership is tied to lack of participation. The full reports were shared with the Board of Directors who was encouraged to share the data with Region officials.

The Data collection project continues to progress with improvements toward Solo, Time Trials and PDX event data acquisition. This event data is critical to the Board and Regions in making sound decisions on program direction.

Arnold announced that the region web site development has been completed and that 6 regions are evaluating at this time. Multiple membership surveys have been developed. Arnold noted that the Runoffs support is a 4-6 week time impact on IT staff.

New members are receiving the updated membership packet which was developed with Trozzolo. Some internal changes to support the packet have been implemented.

MARKETING/COMMUNICATIONS REPORT

Prill shared that the Official partnerships are confirmed in multiple areas and several discussions are underway for extension of existing or with new sponsorship. Marketing efforts with Trozzolo are fully implemented i.e. new membership packets, new member communications, enhanced media relations (Runoffs and Solo Nationals etc.).

Stories were sent to every national champion's home market and a number of those received good media coverage. Overall, there was improved media and event coverage for both the Runoffs and Solo Nationals.

SOLO/RALLY REPORT

Duncan reported that 2013 regional participation down about 2% on Solo, down 14% in Road Rally, but up 9% in RallyCross. National Solo participation was mixed compared to 2012 with Pro Solo down 3%, Champ Tour up 1.3% Nationals down 6%. The new program, 2013 Match Tour, averaged 163 cars per event.

There was a discussion around 2014 SCCA Convention sessions directed towards Rally and Solo. The National Convention sessions will be shifted towards program leaders with more focus on grassroots programs. Duncan would like to have a stronger presence at the Divisional Conventions and focus those sessions towards individual participants. Staff would like to get on the agendas for the Divisional Conventions and may need Board assistance.

2013 RallyCross National Championship had 100+ entrants and significant operational improvements. Overall, the best RallyCross Nationals. In 2014, the RallyCross National Championship moves to the I-80 Speedway in Greenwood, Nebraska.

A RallyCross site acquisition packet was developed to provide additional credibility and assistance to regions. Plans are underway to develop a RallyCross National Challenge Series for 2014. Primary goal is to provide consistency for the competitor by establishing an operational standard that Regions may emulate.

RoadRally is working on a region development program, a showcase rally event designed for all levels of entrants. The concept is being developed and will likely happen no sooner than 2015.

Duncan shared that the Starting Line Autocross Schools introduction has been a success and they will be working out details for future program development.

Quick highlights of the 2013 Tire Rack Solo National Championship are 1057 drivers and 6300 runs lead to a very successful event and happy competitors. Planning debriefs are underway for improvements for 2014 and a full recap will be provided at the December meeting.

Overall the Solo program is in good shape with long term contracts in place with both Tire Rack and Lincoln Airport. There was some discussion at BoD level with staff about the long term direction for the Solo program and its overall place in the organization. In the distant past Solo was seen by some as a feeder for Club Racing but this is no longer the dominant view. Part of the discussion was about how to strengthen and enhance Solo from the regional development perspective when many regions may be comfortable at present event participation levels.

CLUB RACING REPORT

Ozment presented a brief overview of the 2013 Runoffs. The final car count was 700 entries. The Runoffs will be at Mazda Raceway Laguna Seca October 6-12, 2014. She has met with management at Daytona to work on 2015 dates. There will be challenges every year with the venue changes i.e. sound, fuel, parking, etc.

Ozment presented a recommendation on 2014 Licensing Changes to go to two levels of licenses effective 1/1/2014: Novice Permit and Full Competition License. Current Regional and National license holders will be grandfathered in as Full Competition Licenses. New licenses issued in 2014 will be under the two level program. The license type will be updated on membership cards as they are renewed; they are not planning to issue replacement cards in 2014.

Medical review process was discussed. Club Racing currently has 6700 licensed drivers. Of these 519 were subject to medical review and 8 drivers in 2013 were placed on medical suspension. There are a total of 16 drivers currently on medical suspension with some dating back to 2009. The Medical Advisor and Medical Review Board members are not compensated for their time.

They average over 200 hours per year with 24 hour response times. The Board of Directors thanks our Medical Advisor Dr. Jim Butler and the Medical Review Board for their continuing service.

A recommendation was made to formalize the appeal process for medical review, provide clarification of the medical form and formalize approval of appointments to the Medical Review Board.

Ozment presented potential Driver School Enhancements for 2014. Options included an online training component and/or DVD components for specific modules of training that could be supplied to regions for use at Driver's schools.

Majors 2014 schedule is nearly complete with a few dates pending track availability. There will be an optional Majors Conference registration fee which will provide for reserved number and other benefits. Competitors may also reserve a 3-digit number for all conferences, with a leading 1.

MOTION: To set 2014 Majors Assessment fee per car to \$60 per event weekend. Langlotz/Helman. PASSED 13-0.

MOTION: To approve Jim Averett as Chairman of the Stewards for 2014. Kephart/Wannarka. PASSED 13-0.

PLANNING COMMITTEE REPORT

Planning Committee meeting held pre-BoD meeting covered multiple discussion areas around 2014 Majors, branding, how to get consistent messaging to our customers and stakeholders, and how to up-level and focus strategically for BoD directions vs tactical planning.

TTAC REPORT

Brian McCarthy presented a complete rewrite of the TTAC rules. This was primarily a simplification to keep the rules set consistent with similar GCR language. Three separate books were created: an operations manual for regions, a competitor manual for PDX/Club Trials and a competitor manual for Time Trials/Hillclimb.

MOTION: To approve TTAC rules as presented effective upon publication. Walsh/McCarthy. PASSED 13-0.

The Board of Directors wishes to thank Roy Mallory and the TTAC for their work on the revised TTAC rules.

MOTION: To appoint the following as Executive Stewards for a one year term beginning 1/1/14. PASSED.

GLDiv – Dan Hodge
Midwest – Scott Bowman
NEDiv – Kathy Barnes
Northern Pacific – Ken Jones
Rocky Mountain – Gloria Larson
Southeast – Paul Gauzens
Southern Pacific – Barbara Knox
Southwest – Tom Brown

MOTION: To appoint Lisa Noble as interim President of SCCA, Inc. effective 10/14/13. Lewis/Wannarka. PASSED 12-0-1. Noble absent.

Note: Following the passing of the motion, Chairman Noble formally resigned as Chairman of the Board of Directors for SCCA, Inc. effective Monday, 10/14/13.

MOTION: To appoint John Walsh as Chairman of the Board of Directors for SCCA, Inc. for the remainder of the 2013 term effective 10/14/13. Patullo/Harris. PASSED. 12-0-1. (Walsh abstained.)

CLUB RACING BOARD REPORT

Wheeler presented the recommended rules package from the Club Racing Board for approval.

MOTION: To approve 11417, 11474, 12300 as written effective 1/1/2014. Walsh/Butler. PASSED 12-1 (Langlotz opposed).

#11417 – (August Fastrack – Janet Farwell) Request from COA Revision of GCR 8.4.2

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

#11474 – (August Fastrack – Fred Brinkel) Amend GCR Section 6.8

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

#12300 – (October Fastrack – 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.

MOTION: To approve 11676 and 11677 as written effective 1/1/2014. Walsh/Butler. PASSED 13-0.

#11676 – (September Fastrack – 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.

#11677 – (September Fastrack – 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. *Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.*

~~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 the throttle, ignition or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted; and no such devices shall remove the driver's control of the gear change initiation, gear selection or completion.*

MOTION: To approve 11739 and 12170 as written with 600cc MC engine spec lines to be provided by CRB effective 1/1/14. PASSED 9-4. Opposed Langlotz, McCarthy, Walsh and Patullo.

#11739 – (September Fastrack – 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.

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>F500 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

#12170 – (October Fastrack – Jack Walbran) Proposal 11739: Response: Proposal to Merge F600 Class into F500

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.

The CRB withdrew letter #10585 for further rules refinement.

#10585 – (September Fastrack – 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.

MOTION: To approve letters 10580, 10581, 12227, 11182, 11701 as written effective 1/1/14. PASSED 13-0.

#10580 – (September Fastrack – 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.*

#10581 – (September Fastrack – 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.*

#12227 – (October Fastrack – 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.F	Engine to be used in S2000 only	TBD 1350
H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs	Engine to be used in S2000 only	TBD 1300

#11182 – (October Fastrack – 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.*

#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 l 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.

MOTION: To approve 10284 and 11778 effective 1/1/14. PASSED 13-0.

#10284 – (September Fastrack – 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.

#11778 – (October Fastrack – 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.

Ford Mustang GT (99-04) Restricted Prep.	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>
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MOTION: To approve 12068 GTL becomes a Regional Only class in 2015. PASSED 12-1. Langlotz opposed.

#12068 – (September Fastrack – Club Racing Board) Status of GTL

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 June 2013, the BoD asked the CRB to continue with recommendations for additional classes.

REC: Effective 1/1/2015 GTL becomes a Regional-only class.

Should 2014 numbers reflect the resurgence of credible competition in GTL at Majors/Nationals, the CRB may request that the movement of the class to Regional status be held back, with 2015 becoming a probationary year.

MOTION: To change GCR section 9.1.7.6.c Tires, approving a Spec Miata Hoosier tire as specified for regional and national (Majors+Runoffs) racing. PASSED 12-1. Langlotz opposed.

9.1.7.6.c. Tires

1. ~~National~~ **Regional and Majors** Competition

All cars shall use the P205/50ZR15 Hoosier "~~SM6~~"**SM7**" Spec Miata Dry or the P205/50R15 Hoosier "H2O" Spec Miata Wet Tires.

All cars may run SM6 or SM7 dry tires through the first two Majors conference weekends in Mid-States, Northern and Western Conferences. In the Eastern Conference, the SM6 and SM7 may be used until the completion of the third Majors weekend. After these dates, only the SM7 tires will be permitted in Majors competition. In Regional competition, both the SM6 and SM7 will be permitted through the end of 2014.

Only the SM7 and H2O tires will be permitted in the 2014 Runoffs.

2. ~~Regional~~ **Competition**

~~Tires must conform to 9.3.45. Individual Regions may require spec tires for Regional Races. Supplemental regulations for specific events should be checked.~~

The CRB will further develop a statement to formalize a rules season and competition adjustments and present to the BoD in December.

GCR Re-write to accommodate Majors

A GCR Committee was tasked with revising the GCR to accommodate the Majors events and addresses other changes in Club Racing such as the competitor licensing change. Copies were previously provided to Directors and Harris reviewed each section for discussion.

MOTION: To change the points structure for the US Majors Tour Events as follows: Points are awarded to the top 20 finishers (first through last) in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9,8,7,6,5,4,3,2,1. Harris/Wannarka PASSED 13-0

MOTION: To accept 3.1.1.E.2 requiring that at least one race of a Majors shall be a minimum of 45 miles in length. Harris/Wannarka. PASSED 11-1-1 (Against- McCarthy, Abstain – Langlotz)

MOTION: To accept GCR Section 3 as amended. Harris/Wannarka. PASSED 12-1 (Against-McCarthy)

MOTION: To extend section 9.1.13.A enforcement of 2.5 Rule to 2015. Kephart/Creighton. PASSED 13-0

MOTION: To approve the proposed 2014 General Competition Rules (GCR) as edited with specific Director exceptions noted above. Harris/Wannarka PASSED 13-0

MOTION: To approve change in GCR language section 3.6.1 supporting insurance requirements and change section 8.4.2 of the Operations Manual to reflect change in the make-up of the CoA. Helman/Harris PASSED 13-0

MOTION: To approve GCR changes in section 2.8 for competition license type definitions and grandfather in existing regional and national licenses. Harris/Wannarka PASSED 13-0

The Board of Directors wishes to thank the Majors GCR Committee: Dave Gomberg, JoAnne Jensen, Dave Nokes and John Nesbitt for their effort in the rewrite of the GCR to accommodate the inclusion of the Majors program.

MOTION: To adjourn the meeting. PASSED 13-0

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 25, 2013

The Solo Events Board met by conference call September 25th. Attending were SEB members Dave Feighner, Dave Hardy, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo and Bruce Lindstrand 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.

Member Advisories

#11794, 11874, 11933 Allowing Cars at Events Clarification

Regions are free to make classing changes to suit local needs, provided they comply with all of the mandatory provisions in the Solo Rules. Section 3 lists requirements for eligible vehicles. As such, a region is allowed to ban a car model from competition even if that car is classed in Appendix A. Competitors are encouraged to support those regions that value their participation.

PAC Vacancies

The SEB is seeking to fill positions on the Prepared Advisory Committee. Members interested in serving on this committee are invited to submit their qualifications in writing to the SEB at the above website.

The SEB thanks Steve Garnjobst for his service to the Club as a PAC member.

Change Proposals

Prepared

#12423 CP Wheel Width Allowance Proposal

The PAC recommends publishing the following rule change proposal:

Change Section 17.4.F to read: For class CP, any size wheel may be used. Wheel size does not affect minimum weight.

Comment: The PAC believes that changes in the tire availability for CP cars necessitates the proposed rule change. Track dimensions must comply with 17.8.B.5 and Appendix A, and increasing the width of the wheels effectively increases the width of the car.

#12419 E-Prepared/D-Prepared Reorganizing Proposal

The PAC recommends publishing the following preliminary proposal for member comment:

Move rear-wheel drive EP cars to DP, effective Jan 1, 2015. These cars will use the current DP weight formulas and rotary engines will use the Appendix A listed displacements.

Weight formulas (lbs):

Engines with displacement less than or equal to 1667cc: 1.06 x displacement (cc)

Engines with displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

Weight Adjustments (lbs):

Solid Axle: -50lbs

Comment: The PAC believes this reorganization will ensure the health of EP as a FWD Prepared class. The inclusion of these vehicles without adding excessive weight under the DP weight formula will supplement the competition in DP.

#11625 Subaru on the Same Line Proposal

The PAC recommends publishing the following rule change for member comment:

Appendix A, F-Prepared:

Impreza/WRX (AWD) ALL

Comment: The PAC believes that the wheel base and track dimensions between the 1992-2000 Impreza ("GC" chassis) and the 2000+ WRX/STi ("GD" and "GE" chassis) are insignificant in view of the FP weight formula for turbo and AWD vehicles.

Other Member Items Reviewed

General

#12401 Nationals Participation Data comments

The SEB thanks member Ryan Otis for the very useful information.

#12443 PAX Committee Proposal

Thank you for your input. The creation of PAX/RTP indexes, and the use of them at Pro Solo and Match Tour events, are outside the scope of the SEB's rule-making authority. The SCCA National Staff administers the rules for Pro Solo and Match Tour events.

Stock/Street

#12053, 12059, 12060, 12067, 12073, 12078, 12189, 12193, 12200, 12220, 12250 Version 4 Street Comments

Thank you for your input. The details of the Street proposal have been finalized in response to member input, and the proposal is being recommended to the BOD.

#12047 Mustang V6 Classing Clarification

Per the SAC, Mustang Stock classing isn't linear from DS-FS-GS as to performance.

#12262, 12266 Version 4 Street Comments - Save HS!!

Thank you for your input. The final version of the Street proposal, as recommended to the BOD, retains HS and GS as separate classes.

Street Touring

#11905, 11915, 11925, 11927, 11930, 11935, 11942, 11945, 11967, 12005, 12007, 12015, 12029, 12038, 12040, 12062, 12069, 12070, 12072, 12076, 12079, 12097, 12188, 12224, 12258, 12295, New Cars in STU Comments

Thank you for your input. The SEB has recommended the listing changes associated with item #10437 to the BOD, as shown in the October Fastrack.

#11924, 11936, 11975, 11976, 11992, 12000 Steering Wheel Allowance Comments

Thank you for your input. Please see item #11316.

Prepared

#12307 Fiat X1/9 Intake Clarification

The member's concern was addressed in the July 2013 FastTrack by Tech Bulletin item #10335.

Not Recommended

Stock/Street

#12243 BMW Classing Clarification

The SAC feels the 5 series BMW is appropriately classed.

#12263 Boss Mustang Move to FS Proposal

The SAC feels the Mustang Boss 302 is classed appropriately.

#12354 Street Class Tire Exclusion - Toyo R1R

The SEB does not feel it is necessary to exclude the R1R from the Street category.

Street Touring

#11316 Steering Wheel Clarification

Based on member feedback, the previously-published proposal regarding this item has been withdrawn per STAC recommendation.

Tech Bulletins

Stock/Street

#12077 Fiesta Classing Proposal

Per the SAC, the following new listing is added in both G-Stock (effective immediately upon publication) and G-Street.

Ford

Fiesta ST (2014)

CLUB RACING BOARD

Club Racing Board Minutes | October 1, 2013

The Club Racing Board met by teleconference on October 1, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #12513 (Philip Royle) Showroom Stock and B-Spec Comments

Thank you for your letter. The CRB appreciates your thoughtful discussion and is working some of the issues you mentioned. Since B-spec is in its first season, it will be given time to develop as a Majors class. Initial response indicates that it will become more popular next season and in the future. The CRB intends to monitor entry numbers and competitive balance. The former SS cars are also being monitored, as this is the first season after the reorganization. Some adjustments are in the works for 2014.

Not Recommended

FA

1. #11832 (Ken Perrotti) Request the F3 Be Allowed to Run FA

Thank you for your letter. The CRB recommends that F3 cars run in FS for the 2014 season to be evaluated for the inclusion in FA for the 2015 season. Cars must meet all SCCA safety requirements and produce FIA compliance documents. Engines will be considered for FA on an individual basis but complete engine dyno information and build documentation must be supplied for consideration.

STL

1. #12456 (Philip Royle) 13B Allowances in STL

Thank you for your request. Porting is not allowed in STL.

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.

F6

1. #12562 (Club Racing Board) Spec Lines for F600 cars

Replace the Table 1 and item 15. A. below to update the F600 ruleset described in letter #11739, September 2013 Fastrack Minutes.

Table 1

Chassis/Engine	Weight	Restrictor
Snowmobile derived engine	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).	NA
600cc motorcycle engines Honda CBR600RR 2005-2013 Suzuki GSXR600 2005-2013 Yamaha R6 2005-2013	875	32mm

15. Engines - 600cc motorcycle engines

A. Only mass produced water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc listed in Table 1 are allowed.

FA

1. #12237 (Steve Knapp) Toyota 4AG Cylinder Heads

Thank you for your letter. The CRB approves the new casting as a direct replacement of the no longer manufactured head, provided the new part does not fall outside the performance envelope of the existing part.

Taken Care Of

F5/F6

1. Various letters (48): 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 (36 – Reported in October 2013 Fastrack Minutes): 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

Additional letter numbers (12 – New since the October 2013 Fastrack Minutes): 12331, 12338, 12345, 12346, 12348, 12350, 12405, 12429, 12480, 12504, 12515, 12520

What Do You Think

FV

1. #11421 (Craig Swinehart) Allow Front Disc Conversions in FV (Additional Letters: #12328, Bruce Fuchiwaki; #12329, Bruce Fuchiwaki; #12369, Quinn Posner)

Note: As a result of multiple conversations between CRB members and FV racers at the Runoffs, and due to input from the Formula tent meeting, the CRB is asking for your input. The CRB is not recommending anything at this time and is only looking for racer comments.

The CRB seeks input on the potential for allowing disc brakes (front only) in Formula Vee.

Proposal:

1. Allow front disc brakes in Formula Vee.

2. If so, should the CRB allow ball joint beams to accomplish the installation or keep the original suspension?

Please send all comments for or against through the CRB letter system at: crbscca.com.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2013

NUMBER: TB 13-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/1/2013 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racer

FM

1. #11811 (Jim Graffy) Wet Qualifying / Dry Race and tire rules.

In section 9.1.1.E.14.C, clarify the rule as follows:

"Rain tires may be used at any time. *In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or slicks which are otherwise compliant.*"

GCR

1. #12432 (SCCA Staff) Clarify the Turbo Inlet Restrictor Definition

In Appendix F Technical Glossary, clarify the definition of Turbo Inlet Restrictor as follows:

"A system to limit engine performance that meets these criteria. The inlet restrictor shall have a single, circular opening through which all inlet air passes. The ~~maximum~~ *specified* ID of the restrictor is listed on the vehicle's spec line. The restrictor's ~~maximum~~ *specified* ID must be maintained for at least ~~3mm~~ *3.0 mm*. This ~~3mm~~ *3.0 mm* restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit. On engines where the approved turbo prohibits meeting this distance, different locations may be approved by the CRB on a case by case basis. If an alternative location is approved, the entire restrictor assembly shall have a maximum length of 50 mm. There shall be no other provisions for airflow to the turbocharger other than through this single orifice."

2. #12564 (SCCA Staff) Clarify the Single Inlet Restrictor Definition

In Appendix F Technical Glossary, clarify the definition of Single Inlet Restrictor as follows:

"C. The restrictor must be round in shape. The ~~maximum~~ *specified* ID of the restrictor is listed on the vehicle's spec line. The restrictor's ~~maximum~~ *specified* ID must be maintained for a minimum length of ~~3mm~~ *3.0mm*. Restrictor mounting/placement within the intake system is free, but must allow accessibility for measurement. It is acceptable to have some minor disassembly of the intake system to provide access to the restrictor for measurement. Measurement device and restrictor shall be similar temperatures when used."

Grand Touring

None.

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

None.

Touring

None.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Jim Leithauser vs SOM,
COA Ref. No. 13-11-RO
September 20, 2013

FACTS IN BRIEF

On September 19, 2013, following the third qualifying session for the SCCA National Championship Runoffs, Alan Kossof (driver of T3 #30) protested the car of Dan Spirek (T3 #06), asserting a violation of GCR 9.1.9.2., 2007 BMW Z4 M Coupe spec line, which reads, in part, "...Turner springs permitted: front TMS600-10-250...". The car was impounded and the SOM, in consultation with the Scrutineers, determined that the front springs were TC Kline Racing 700.60.0600. The SOM ruled the car to be non-compliant, and penalized the driver with the loss of qualifying times and the assessment of two (2) penalty points. Jim Leithauser as entrant for car #06 appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA), Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on September 20, 2013, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Letter and testimony from Mr. Leithauser (entrant car #06).
2. Testimony from Jim Wheeler, Chairman, Club Racing Board.
3. Documentation from the SOM of September 20, 2013.

FINDINGS

Mr. Wheeler's testimony showed that this change to the spring specifications would have been implemented by the Club Racing Board (CRB) before the rules change cutoff for 2013, but was lost in the volume of work before the CRB.

The Court of Appeals determined that, due to an Error or Omission, the cited rule should have been modified in the 2013 GCR spec line to remove the supplier's name and allow springs of the same rate as the previous alternate spring (TMS600-10-250).

DECISION

Due to the Error or Omission, the protested springs are found to be in compliance. The decision of the SOM is overturned, the qualifying times are restored and the penalty points are removed. Mr. Leithauser's appeal is well founded and his appeal fee, less the administrative fee retained by SCCA, will be returned.

Further, the CRB is requested to make the necessary corrections to the GCR as soon as possible.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Jim Leithauser vs SOM,
COA Ref. No. 13-12-RO
September 20, 2013

FACTS IN BRIEF

On September 19, 2013, following the third qualifying session for the SCCA National Championship Runoffs, Alan Kossof (driver of T3 #30) protested the car of Jason Ott (T3 #09), asserting a violation of GCR 9.1.9.2., 2007 BMW Z4 M Coupe spec line, which reads, in part, "...Turner springs permitted: front TMS600-10-250...". The car was impounded and the SOM, in consultation with the Scrutineers, determined that the front springs were H&R R250 60 600. The SOM ruled the car to be non-compliant, and penalized the driver with the loss of qualifying times and the assessment of two (2) penalty points. Jim Leithauser as entrant for car #09 appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA), Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on September 20, 2013, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

Appeal Letter and testimony from Mr. Leithauser (entrant car #09).
Testimony from Jim Wheeler, Chairman, Club Racing Board.
Documentation from the SOM of September 20, 2013.

FINDINGS

Mr. Wheeler's testimony showed that this change to the spring specifications would have been implemented by the Club Racing Board (CRB) before the rules change cutoff for 2013, but was lost in the volume of work before the CRB.

The Court of Appeals determined that, due to an Error or Omission, the cited rule should have been modified in the 2013 GCR spec line to remove the supplier's name and allow springs of the same rate as the previous alternate spring (TMS600-10-250).

DECISION

Due to the Error or Omission, the protested springs are found to be in compliance. The decision of the SOM is overturned, the qualifying times are restored and the penalty points are removed. Mr. Leithauser's appeal is well founded and his appeal fee, less the administrative fee retained by SCCA, will be returned.

Further, the CRB is requested to make the necessary corrections to the GCR as soon as possible.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tom Sloe vs. SOM

COA Ref. No. 13-13-RO

September 21, 2013

FACTS IN BRIEF

At impound following the AS race at the 2013 SCCA Runoffs, the carburetor of car #74 driven by Tom Sloe was found to be non-compliant. The booster venturies were shorter and of a different shape than those in the SCCA standard carburetor as found by visual inspection and use of the BLP booster venturi length gauge (part number 78594). The Chief Steward, Jim Rogaski, disqualified Mr. Sloe.

Mr. Sloe protested the disqualification. The Stewards of the Meeting, Scott Bowman, Ed Paul and Earl Hurlbut, Chairman, conducted a hearing and disallowed the protest.

Mr. Sloe appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on September 21, 2013 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and testimony from Tom Sloe.
2. Hearing report from the SOM.
3. Testimony from Lance Mallett, crew for Mr. Sloe.
4. Testimony from Collins Barber, AS Line Chief, Tech.
5. Physical examination and measurement of the carburetor in question and comparison with SCCA standard carburetor.
6. Parts diagrams and other documentation from the Holley Carburetor and BLP web sites.

FINDINGS

The COA witnessed a repeat of the measurements of the booster venturies and confirmed that all four venturies did not meet the required length. The COA also verified the BLP booster venturi length gauge used to measure the parts in question was within the required specification, and the tests were conducted properly. The COA finds the carburetor to be non-compliant.

Mr. Sloe presented no new evidence to the COA.

DECISION

The decision of the SOM upholding the disqualification is upheld in its entirety. Mr. Sloe's appeal is not well founded and his appeal fee will be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Andy Voruz vs. SOM
COA Ref. No. 13-14-RO
September 22, 2013

FACTS IN BRIEF

Following the S2 race at the 2013 SCCA National Championship Runoffs, Andy Voruz, entrant for car **S2** #8, protested Mark Mercer, driver of car **S2** #34, for the start procedure, GCR 6.5.1.E. and 6.5.2.D., and driving infractions during the race, 2013 GCR 6.11.1.A through D. Mr. Voruz alleged that Mr. Mercer jumped the single file restart and had multiple last lap contacts with car #8 driven by Bart Wolf.

The Stewards of the Meeting (SOM), Laurie Sheppard, Paul Gauzens and Ken Jones, Chairman, reviewed video evidence and heard drivers. The SOM could not find any available evidence that proved Mr. Mercer violated start procedures and that he was responsible for the alleged incident after Turn 12 on the last lap. The SOM disallowed the protest. Mr. Voruz and Mr. Wolf, driver of S2 car #8, appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeff Niess, Rick Mitchell and Jack Marr, Chairman, met on September 22, 2013 to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. SOM Court's decision with related witness statements and video.
2. Appeal and statement from Mr. Voruz and Mr. Wolf.
3. Testimony from the pace car driver' Todd Heilicher.

FINDINGS

The COA reviewed the video of the restart and could not determine that a non-compliant restart was made by Mr. Mercer. The green flag was not visible in the video and it could not be determined when it was first waved. When the video first shows the starter, he is already waving the green flag. At that time Mr. Mercer was car lengths ahead of the pace car (which was in pit road past the walking bridge). No start judge was appointed for any of the starts.

Regarding the last lap of the race, the video evidence refutes Mr. Voruz's and Mr. Wolf's statements that Mr. Mercer was attempting to block. The COA concludes minor side to side contact was mad, but the aggressor could not be determined. The video did confirm that racing room was afforded by both drivers.

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. Mr. Voruz's appeal is well founded and his fee, minus the amount retained by the SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tom Sloe vs. SOM
COA Ref. No. 13-15-RO
October 10, 2013

FACTS IN BRIEF

Following the AS race at the 2013 SCCA Runoffs, the carburetor of car #74 driven by Tom Sloe was found to be non-compliant; the booster venturies did not match those in the SCCA standard carburetor. Chief Steward Jim Rogaski disqualified Mr. Sloe.

Mr. Sloe protested the disqualification. The Stewards of the Meeting (SOM) Ed Paul, Scott Bowman and Earl Hurlbut, Chairman, conducted a hearing and disallowed the protest.

Mr. Sloe appealed the SOM decision.

The Court of Appeals (COA), A.G. Robbins, Jack Marr, and Rick Mitchell, Chairman, met on September 21, 2013 to review, hear, and render a decision on the appeal. The COA interviewed Mr. Sloe and Collins Barber, Tech line chief for AS.

The COA witnessed a repeat of the measurements of the venturies and confirmed that all four venturies did not meet the required length. The COA found the carburetor to be non-compliant. The COA upheld the decision of the SOM in its entirety.

Mr. Sloe has petitioned the COA to reopen the appeal as he has new evidence.

DATES OF THE COURT

The SCCA Court of Appeals (COA) A.G. Robbins, Jack Marr and Rick Mitchell, Chairman, met on October 10, 2013 to review Mr. Sloe's petition.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related document from Tom Sloe dated September 30, 2013.
2. SOM and COA documents dated 9/22/2013.
3. Emails from Janet Farwell, SCCA Club Racing Manager.

FINDINGS

The Court of Appeals (COA) heard the original appeal at the National Championship Runoffs and gave the decision to Mr. Sloe on September 21, 2013. The GCR 8.4.5.F (Judgment of the Court of Appeals) states:

"The Court's decision is final, binding and not subject to further appeals by any party, either inside or outside the SCCA."

DECISION

The Court of Appeals declines to reopen Mr. Sloe's appeal and his petition is returned unheard. Mr. Sloe's appeal fee will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tom Sloe vs. SOM

COA Ref. No. 13-16-RO

October 10, 201

FACTS IN BRIEF

Following the T2 race at the 2013 SCCA Runoffs, the Chief Steward filed a Request for Action (RFA) asking the Stewards of the Meet (SOM) to investigate metal to metal contact between car # 97 of Tom Sloe and car # 07 of Matthew Pullamo between Turn 14 and Pit Out on the front straight during the last lap. The RFA also asked the SOM to consider this reckless and dangerous driving since there were multiple contact reports.

The SOM, Kathy Barnes, Cathy Barnard, Tom Brown, and Dan Hodge, Chairman, interviewed the drivers of car # 97 and car # 07, reviewed corner worker statements, viewed the Speed Cast video extensively and viewed the Road America video. The SOM found no wrong doing on the part of Matthew Pullamo, driver of car #07.

The SOM found that Tom Sloe, driver of #97, violated 2013 GCR 2.1.4 by endangering not only himself and Mr. Pullamo, but also the people along the inside of the pit wall who were watching the race. With regard to GCR 6.11.1 A,B,C, D., the SOM found that the actions of Mr. Sloe from the area of Pit In to the vicinity of the Start/ Finish Line violated Sections GCR 6.11.1 A, B, C.

On September 21, 2013 the SOM penalized Mr. Sloe by putting him on a 6 month suspension from SCCA competition followed by a 7 month probation. Mr. Sloe was notified of the SOM decision on that date, and did not file an appeal at the event.

On Monday, September 30, 2013 Mr. Sloe submitted an appeal of the SOM action with the Club Racing Department in Topeka.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Jack Marr and Rick Mitchell, Chairman, met on October 10, 2013 to review Mr. Sloe's petition.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related document from Tom Sloe dated September 30, 2013.
2. SOM documents dated September 21, 2013 at 13:35.
3. Emails from Janet Farwell, SCCA Club Racing Manager.

FINDINGS

Mr. Sloe registered on line and in so doing confirmed he had read and was bound by the following section from the MSR registration web page:

"It's agreed and understood that the undersigned driver and the car described above will appear at the above described race meet if the entry is accepted by the SCCA. The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary Regulations and certify that automobiles entered comply with provisions of the GCR. All participants must sign release agreements at registration."

The Supplementary regulations for the 2013 Runoffs stated: **(Emphasis added.)**

"12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. **As all appeals shall be resolved at the event**, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:

Appeal fees for the Runoffs only shall be \$200. \$100 will be retained by the SCCA.

Appeals shall be submitted to the Stewards Center. **The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.**

A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event. "

The COA finds no provision in either the GCR or the Supplementary Regulations whereby the appeal time limit may be extended. The COA is bound by the GCR and Supplementary Regulations for the event.

The SOM (First Court) decision was announced on September 21, 2013 and Mr. Sloe was advised of their decision on that date. Since Mr. Sloe submitted his appeal on September 30, 2013, his appeal was outside the one (1) hour limit.

Mr. Sloe's appeal is not timely.

DECISION

The Court of Appeals cannot hear Mr. Sloe's appeal and his petition is returned unheard. Mr. Sloe's appeal fee will be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | October 9, 2013

The RallyCross Board (RXB) met via conference call on October 9. Attending were Warren Elliott, Chairman, Brent Blakely, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance were Brian Harmer and Howard Duncan from the National office.

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

Competitor Advisor Report

Colin Rogers, competitor advisor to the RXB, noted that there is a lack of understanding of SCCA RallyCross among the motorsports enthusiasts to whom he has spoken. Rogers suggested using eye-catching pamphlets to describe the basics of RallyCross and to show a variety of examples of cars used in RallyCross. He suggested using a QR code on the pamphlet, or on a business card, that would take the user to a video and more information on the Internet. Rogers also suggested improving the SCCA website to better link to all the Regions. Brian Harmer will begin discussions at the National office about implementing these ideas.

Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that the Safety Committee concluded its investigation of an incident reported a couple of months ago. The Committee sent a memo to the Region indicating that there was no particular cause for the incident and that neither the Region nor its officials did anything untoward. This was also the case in a similar incident on the practice course at the National Championship in Tulsa. Doctor complimented the excellent reporting of that incident.

Doctor reported that the Committee has preliminarily formulated standards for Safety Steward license renewal. The Committee is considering having the license be valid for a 3 or 4-year period. Renewal would require working as a Safety Steward for three events during the license period and taking a short quiz. If those requirements are not met, then another Safety Steward school would be required for licensing. Doctor requested another month for the Safety Committee to finalize all requirements.

- RallyCross Rules Committee (Keith Lightfoot): The RXB discussed each of the rules change proposals for the 2014 RallyCross Rules. Lightfoot will incorporate the RXB feedback received at this meeting and in post-meeting discussions into the change proposals for a final vote at the November RXB meeting.
- National Championship Committee (Brent Blakely): The RXB evaluated the 2013 National Championship event in Tulsa. In general, the RXB considers it to have been a well-run, successful event. The use of the tractor for course maintenance was very helpful, and utilization of three grids shortened run group turnaround time. Several items for improvement were proposed. Lightfoot would like to see improvement at the Regional level for ensuring rules-compliant vehicles. Hyatt suggested more proactivity in course adjustments and repairs between the Prepared and Modified run groups, suggesting the use of more virgin course area for the Modified classes. Blakely suggested using numbered cones to facilitate timing and scoring audits. He would like specific work assignments for the course designer and a couple of helpers for set up and teardown of each course. He also emphasized the importance of course preparations being completed within an adequate amount of time before the event. Blakely also would like a June deadline for naming chiefs for the event. Foley would like better communication from the timing trailer to grid by the announcer over loudspeakers or FM broadcast. Howard Duncan noted that the flowing courses had less degradation than those with more abrupt and choppy lines.

The 2014 National Championship event has been confirmed and officially announced for October 3-5 at I-80 Speedway in Greenwood, Nebraska.

- Marketing Committee (Ron Foley): Foley reported that the National Championship writers have submitted their articles for *SportCar* magazine. A press release summarizing the event has been written and posted at the SCCA website. Foley commented on the good quality of the program distributed at the event by Jon Olschewski. Foley would like more lead time and better communication regarding the program in the future. Howard Duncan would like to include the corporate sponsors in future programs.

Foley reported that the planning for the Convention sessions is progressing well. Four sessions are currently planned: 1) a Town Hall that may include discussion of the new Safety Steward renewal process; 2) an open meeting with the program leadership; 3) Best practices, including how to start a program; and 4) Growing a program through RallyCross schools and test events.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a well-attended Divisional RallyCross Stewards (DRXS) meeting that included discussion of the then upcoming National Championship event. Hyatt requested that the DRXS begin providing nominees for the yearend awards that will be presented at the National Convention.

Old Business

- 2014 National RallyCross program changes (Howard Duncan): Duncan presented his plans to have three of the National Challenge events be premier events that would include full support from the National office with the trailer and staff. These events would include a slight name change such as "Super Challenge." They would require a minimum size to break even, with a goal of 60 to 75 entries. The hope would be for the events to be mini National events that would build momentum for the National Championship event.

Motion: Move forward with the "Super Challenge" concept with full backing of the RXB. Hyatt/Lightfoot. PASSED unanimously.

- "What is RallyCross" video (Lightfoot): Lightfoot reported that Tim Hardy would need another 6 to 8 weeks to complete the video. Lightfoot hopes to have a preliminary example by the December RXB meeting.
- Application of SCCA Operations Manual Section 2.2 to meetings of the RXB (Doctor): Doctor reported that he has not started work on this project. Lightfoot agreed to assist.

New Business

- National Championship participant survey (Lightfoot): Lightfoot requested that a participant survey be sent out to the National Championship participants. It would gauge overall satisfaction of the event and provide aspects for change to improve future events. Brian Harmer will coordinate the project with Rick Myers of Region Development.

Next meeting: November 6, 2013

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | October 1, 2013

The RoadRally Board met by conference call on October 1, 2013; meeting called to order by Rich Bireta at 7:30 pm CDT.

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

The September minutes were approved (Chuck/Len/pass).

Front Burner Items:

- 1) 2014 Coker Tire Challenge
 - a. Final action adopting 2014 Coker Tire Challenge as 2014 USRRRC. Chuck to announce event at Town Hall at USRRRC. Jeanne will be liaison for 2014 event, with assistance from Bruce. Jeanne will confirm with Coker that they are still willing to have the USRRRC as part of the Coker Tire Run, with the hope that this will draw new people in; final format/details still to be determined, i.e. will it be scored as one three-day rally or three separate rallies; entry fee is comparable to current USRRRCs, and they have a 'Pay to Play' option in which there is an additional fee that becomes a fund that is split among the top finishers; we would most likely run SCCA classes; their hospitality is very good; checkpoints are all passage, Bruce has asked about having scores available at lunch.
- 2) Divisional Rally Stewards Responsibility
 - a. Do the Divisional Stewards understand their responsibilities and agree to fulfill them?
Sasha not here to report; table until next month
- 3) National Events Committee – Clarification of Duties
 - a. The NEC has requested clarification of their authority for reviewing and approving sanction requests for National events. This issue is being raised in light of the request from Arizona Border Region for a triple-National weekend in March 2014. The NEC is also wondering what restrictions and conditions can be reasonably placed on National events. Rich suggests the following guidance: “The RRB has delegated its authority for review and approval of National road rally sanctions and assignment of event liaisons to the NEC. When determining whether a National SCCA sanction will be granted, the NEC is to apply only the criteria in the current Road Rally Rules (RRRs) and Rule for Organizers (RFOs).
Your attention is directed to the RRRs, Article 4c. Quoting in part, “...a triple event (non-concurrent) proposal which requires a nine month advance request.” And (emphasis added) “The RRB specifically reserves the right to refuse calendar listing or sanction of a proposed National **RoadRally** if, in the opinion of the RRB, the rally appears not to conform to required standards. The RRB reserves the right to withdraw a granted sanction at any time prior to the running of an event if, in its judgment, the event committee has failed in important respects to conform with these RRRs, the RFOs, or any recommendation of the RRB, or to observe their spirit, or if it believes the rally will fail to meet required standards. It reserves the right to withdraw sanction after the running of the rally when, in its judgment, such withdrawal is necessary or advisable in the interests of the contestants. Application for National RoadRally status or acceptance of it by any SCCA Region shall constitute recognition of these rights.” From the RFOs page iii, “These rules carry the same weight and significance as the RoadRally Rules (RRR) for adherence to them in spirit as well as fact.”
In short, the NEC is asked to simply apply the rules and recommendations in the RRRs and RFOs when determining whether or not to sanction a National event for any Region.
Chuck said that Rich has put it succinctly and that the NEC is happy with this.
- 4) 2015 USRRRC (JNJ Proposal) –
 - a. Rich had lunch with Howard on Sept 27 to discuss this. There will be a Jay/Rich/Howard conference call the week of Oct 7. There are many details still to be worked out.
- 5) Strategic Plan for 2014
 - a. The 2014 STRAP is in the Drop Box
 - b. After it has been reviewed and approved, it will be posted on the SCCA web site.
Comments? Page 4 needs more words, perhaps in outline form.
- 6) RRRs Article 4 (Points-a-Palooza Weekends)
 - a. Several RRB members have expressed a desire to revisit the Article 4 rule change which limits a Region to events awarding 40 points per series per week. On one hand there is a concern that the rule as currently written enables a Region to have an undue influence on the National Championship by purposefully attracting only competitors seeking championship points. This approach is carried to the extreme in the Arizona Border Region where they are so focused on offering points that they offer multiple regional events in a single day – the only Region to do so. On the other hand multi-event weekends are offered in several Regions to make it worth while for competitors to travel to enter (La Crosse, Indy, Kansas). There has been a suggestion of limiting a Region to a single multi-rally weekend per year. Another suggestion

is change Article 4 to limit one National points-rally per day per Region.

The Championship IS meaningful; there was wide-ranging discussion, more to come later.

- 7) Publicity Committee Responsibilities
 - a. During the September RRB meeting it was stated that Eileen Waters and her daughter were willing to join the Publicity Committee, but it was unclear what their specific duties would be. Proposed assignment: write a press release for scca.com/rally and the SCCA Road Rally Facebook page before and after each National event and SCCA "signature" event (POR, Covered Bridges,...) promoting the event and describing the results. The Publicity Committee should monitor the SCCA Rally page on the main website to ensure that it highlights Rally with current info and that some procedure is put in place to remove outdated material and replace it with additional rally material. Rich made this proposal and will tell Dave Head (Pub Comm chair).
- 8) Posting formal announcements from the RRB to the broader rally community
 - a. From September, about the SCCA Forum: "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." Proposed action: Formal announcements from the RRB will be published in FasTrack as part of the RRB minutes, posted to the forums on scca.com and notification of this posting will be made to the SCCARoadRally group on Yahoo. Discussion: Dave H has suggested that the RRB have their own Yahoo group, Rich thinks that is overkill; Bruce says not all still read the current Yahoo list, that a new list will get them back; is anyone willing to take this on? Perhaps the publicity committee? We will follow the above procedures for the time being.
- 9) Significant changes to Road Rally Championship (Chuck)
 - a. Latest proposal sent by Chuck via email/dropbox 9/30/13. The proposal includes, for 2015 and beyond: renaming the championship classes A, B, and C, as well as redefining them; new rules for how points are counted (nationals and regionals); combine the different series into one; have regionals conform more to the RRRs; change criteria for which regionals count toward the national championship. The proposal will be posted to scca.com and to the Yahoo group for comments; this will also be discussed at the USRRC Town Hall (Saturday, Oct 19, 5:30 – 6:30).
- 10) Status of 2014 RRRs Update
Not ready yet; Jeanne and Bruce are sending wording for changes to Dave Kolb.
- 11) New business.
 - a. Third Road Rally eNewsletter distributed – the RRB recognizes and appreciates Cheryl Babbe's continued efforts on this front.

Committee Reports (See DropBox for any committee reports):

National Events Committee (Chuck):

- 1) ***** National Sanction Fees
 - a. Under review by SCCA HQ – no change.
- 2) ***** 2014 National date requests received – Steel Cities and Arizona Border Regions

Reminder: 2014 SCCA Convention: Charlotte, NC, March 7-9, 2014

- a. Tentative road rally sessions are in the Drop Box

Meeting adjourned at 9:29 CDT (Chuck/Bruce/pass)

Next meeting November 5, 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/>