

## BOARD OF DIRECTORS

### SCCA Board of Directors Minutes | October 26, 2012

SCCA Board of Directors held a conference call Monday October 26, 2012 commencing at 7PM CDT. Directors participating were: Dick Patullo, Jerry Wannarka, Robin Langlotz, Steve Harris, Bob Lybarger, Lisa Noble, R. David Jones, Bill Kephart, John Walsh, Phil Creighton, Brian McCarthy. Todd Butler and Michael Lewis were unable to attend due to travel. Wannarka as Chair carried proxy vote for Lewis and Butler. Aimee Thoennes, Executive Assistant also participated in the call.

The meeting was called to order at 3:00 pm by Chairman Wannarka.

Discussion over the impact of the current rules/racing seasons on the southern regions which would benefit from national races late in the year versus the desire to fairly enforce the policies currently in place.

**Note: Post Conference Call, the Florida Region re-scheduled the date and track to Palm Beach International Raceway on January 11-13, 2013.**

MOTION: Because of a track date conflict, that the Board of Directors grant a one-time waiver to GCR appendix B.1.2.f allowing the Florida Region to hold their traditional Winter Nationals on December 28, 29 and 30<sup>th</sup> 2012. That the supplemental regulations be noted specifically to indicated the event will be run under 2013 rules as noted through December 2012 FasTrack (which will be posted on Nov 20<sup>th</sup>). And with the provision that the Region's representative, Chief Steward and Chairman of the event review the changes that take effect on 1/1 in the GCR so they are prepared and can handle issues that may come up as a result. Langlotz/Kephart.  Opposed: Creighton, McCarthy, Jones, Lybarger, Harris, Wannarka. PASSED 7-6.

*NOTE: The Board of Directors will be considering a motion in the future to change the current policy regarding the racing and rules making seasons.*

MOTION: To adjourn. Lybarger/Creighton.

## CONTENTS

<b>BOARD OF DIRECTORS</b>	<b>1</b>
<b>CLUB RACING</b>	<b>2</b>
CRB Minutes	2
Technical Bulletin	9
Court of Appeals	None
Time Trials Admin. Council	None
<b>SOLO</b>	<b>13</b>
SEB Minutes	13
<b>RALLY</b>	<b>19</b>
RallyCross	19
RoadRally	23
<b>LINKS</b>	<b>25</b>

# CLUB RACING BOARD

## SCCA Club Racing Board Minutes | November 6, 2012

The Club Racing Board met by teleconference on November 6, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Fred Clark, Jim Drago, Peter Keane, Mirl Swan, and Pam Richardson, secretary. Also participating were: Todd Butler and Richard Patullo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Ryan Miles, Technical Coordinator, Club Racing; and John LaRue, guest. The following decisions were made:

### **SUGGESTED RULES FOR 2013**

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

#### **GCR**

1. #9700 (John Bauer) Update Drug and Alcohol Rule

**The CRB recommends this rule become effective 1/1/2013:**

Change GCR 2.3.1.B: B. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited. *Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event.* Any participant who violates this prohibition (rest of section remains unchanged)

#### **Production**

##### **HP**

1. #9328 (David Ellenwood) Clarification/Possible GCR Error

**The CRB recommends this rule become effective 1/1/2013.**

In HP, Volkswagen Golf (GTI, GT,GL) and Volkswagen Jetta 1780 (85-91) change the notes as follows: "Comp. Ratio limited to 14.5:1 ~~12.0:1~~."

#### **Super Touring**

##### **STL**

1. #9586 (Club Racing Board) Transmissions

**The CRB recommends this rule become effective 1/1/2013.**

Change 9.1.4.3.E.3: 3. Either the OEM *original* transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (i.e., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety; *any OEM gearsets that fit w/o any modifications to gears, shafts, and/or case* Retrofitting OEM complete gear sets in an alternate transmission case is *are* permitted.

### **SUGGESTED RULES FOR 2014**

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

#### **GCR**

None.

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

None.

#### **Grand Touring**

None.

#### **Improved Touring**

1. #9237 (Matthew Green) Allow Aftermarket Coolant Overflow Tanks

Thank you for your request. Add as new section 9.1.3.D.3.h: h. Non-pressurized coolant overflow tanks may be replaced with aftermarket units. These replacements must have a minimum volume of 1 pint, and a maximum not to exceed the larger of the stock tank or 2 quarts. Tanks may not be mounted in the driver/passenger compartment.

#### **Super Touring**

None.

## **Production**

### **HP**

1. #9236 (Kevin Dennis) Brake Upgrade PL510

Thank you for your request. In the specification line for the HP Nissan/Datsun PL510 add to the "brakes alt" column the following "Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted." Also add to the "Notes" column after the word "choke(s)" and before the word "allowed" the following "on I.R. manifold".

### **American Sedan**

1. #8507 (Dean Palmer) Allow 17x8 factory Mustang wheels.

Thank you for your request. Effective 1/1/2014, please change 9.1.6.D.6.a.1: 1. Maximum wheel diameter is ~~46~~-17 inches, unless *otherwise* indicated within the vehicle specification line.

### **Spec Miata**

None.

### **Touring**

None.

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

None.

### **MEMBER ADVISORIES**

None.

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

### **GCR**

None.

### **Formula/Sports Racer**

#### **DSR**

1. #8826 (Greg Case) Formula and Sports Racing Non Metallic Chassis Rules

Thank you for your letter. The current system for building and testing cars is adequate and the CRB has no plans to change it. Also, the CRB has no plans to move away from FIA crash testing.

#### **FF**

1. #9557 (Sidney Crane) Clutch Issues on Honda Powered FF

Thank you for your letter. The CRB does not have sufficient data to determine if there is an inherent weakness in the OEM clutch components, which might cause failure. However, the CRB will continue to monitor this situation via additional feedback from competitors.

#### **FM**

2. #9155 (Club Racing Board) Future of FM Engines

Member input from the FM class showed overwhelming support (21 letters) that FM remain a sealed engine class and retain the current spec engine supplier. Therefore, the CRB has no plans to make changes to the FM engine or its supplier.

#### **FV**

1. #9182 (Derek Harding) Head/Helmet Surround Padding

Thank you for your letter. The rules are adequate as written.

2. #9401 (Matthew Clark) FV Wheel Covers

Thank you for your concern. The rule governing this subject has been in the GCR for many years. To reduce expense, competitors are free to fabricate them. The rule is adequate as written.

#### **S2000**

1. #8674 (John Fergus) Engine Choices and Enterprise Sports Racer

Thank you for your letter. S2000 ECU choices have been approved for 2013.

2. #8818 (Tony Sleath) S2000 Evolution

Thank you for your letter. The S2000 rules will remain unchanged for 2013 from that which was approved for 2012. In 2014 the current S2000 class will become regional only and a new class SR2 will be established.

## **Grand Touring**

None.

## **Improved Touring**

### **ITB**

1. #9530 (Ian Stewart) Allow a Fix for the Transmission Issue on the R50 Model Cooper  
Thank you for your letter. Alternate transmissions are not within class philosophy.

### **ITC**

1. #9387 (Evan Webb) Allow Selective Dual Classing for ITC and ITB  
Thank you for your request and your insight. The CRB has no plans to allow dual classing in IT. However, the CRB recommends you bring this issue to your region to determine if your car can be classified in a region specific class to improve your competition experience.

## **Super Touring**

### **STU**

1. #9558 (Alan Leshner) Allow SIR on STU Turbo Cars  
Thank you for your request. The CRB is quite satisfied with turbocharged cars using TIRs and has no plans to use SIRs.

2. #9596 (Alan Leshner) Allow Rear Diffuser in STU  
Thank you for your letter. The use of non-OEM rear diffusers in ST is not within the philosophy of the class. The CRB has no plans to make this change.

## **Production**

### **EP**

1. #9443 (Greg Ira) Allow an 8-inch Wide Wheel  
Thank you for your letter. The wheel sizes specified in production are consistent with the wheel sizes suggested by Hoosier for its radials. However, this situation including tire availability and manufacturer recommendations will continue to be monitored by the CRB.

2. #9455 (Guy Marvin) Add 100 pounds Weight 99 Miata  
Thank you for your request. The best race time for the EP 1999 Miata was approx 4/10ths of a second faster than the Datsun 240-Z and 8/10ths of a second faster than the RX-3. Other front running cars in EP posted faster lap times than in prior years indicating development is progressing. At present the EP field is competitive.

### **FP**

1. #9144 (Dean Manion) Change rim width restriction to contact width for Prod and GT  
This change is not recommended for Production cars at this time.

2. #9397 (Bill Blust) FP and HP Spridgets at Road America Runoffs  
Thank you for your letter. It is not feasible to create a separate set of specifications just for cars competing at the Runoffs.

### **HP**

1. #9453 (Johannes Krauss) Scirocco Weight Reduction  
Thank you for your letter. Currently, the car's weight is appropriate; however, the CRB will continue to monitor the performance and progress of this car.

2. #9454 (Johannes Krauss) Allow 1780 Engine in 1975-1981 Scirocco  
Thank you for your request. The proposed change is not consistent with class philosophy. An exception was made previously for the Austin-Healey. The reason for the exception does not exist for this newer car.

## **American Sedan**

1. #8513 (Cheyne Daggett) Allow Alternate Mustang Wheel.  
Thank you for your request. The 2011-13 Mustang has been classified in American Sedan, Restricted Preparation, effective 1/1/2013. Please see November 2012 Fastrack, letter #9524 for wheel and brake information in the vehicle specification line.

2. #9372 (Willard Cantrell) Replacement of the Lower Control Arm on 3rd Generation GM Cars  
Thank you for your request. The CRB can determine no availability issue with 1982-92 Camaro/Firebird rear lower control arms. You are welcome to contact the American Sedan Advisory Committee for locations if needed. The rule will remain as written.

3. #9711 (Club Racing Board) Not Recommended Portion of Letter #8668 -- Rear Spoilers  
Rear spoilers for all cars must follow 9.1.6.D.7.b.8. The CRB has no plans to include a specific rear spoiler for the 2011-13 Restricted Preparation Mustang as part of its specification line.

**Spec Miata**

None.

**Touring**

None.

**Super Production****SP**

1. #9703 (Richard Crowell) Do Not Require Fuel Sample Port on Super Production Cars  
Thank you for your request. The CRB has no plans to change this rule.

**PREVIOUSLY ADDRESSED****GCR**

None.

**Formula/Sports Racer****F**

1. #9183 (John D'Addario) Letter #8803 - Oppose  
The proposal in letter #8803 was rejected by the Board of Directors in their October 12-13, 2012 meeting.

2. #9185 (David Harmison) Reject Connecting Rod Weight Reduction  
The proposal in letter #8803 was rejected by the Board of Directors in their October 12-13, 2012 meeting.

3. #9186 (Reid Hazelton) DO NOT IMPLEMENT RULE CHANGE #8803  
The proposal in letter #8803 was rejected by the Board of Directors in their October 12-13, 2012 meeting.

**FA**

1. #9415 (Jeff Kowalik) Open Shock Valving on 016  
Thank you for your letter. The Board of Directors approved the new FA engine table in their October 12-13, 2012 meeting. This new table has taken care of your request. Please see: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

2. #9356 (and 27 additional letters) (Lee Alexander and Various) FA Engine Table  
Thank you for your letters. Please see letter #9030, October 2012 Fastrack, which was approved by the Board of Directors in their October 12-13, 2012 and will be effective 1/1/2013.

**FC**

1. #9044 (and 18 additional letters) (David Klutsenbaker and Various) Proposed FC/FF Class Prep Rules  
Thank you for your letter. Please see the FF/FC rules approved by the Board of Directors in their October 12-13, 2012 meeting. These rules will be effective 1/1/2013. The rules are located at <http://www.scca.com/clubracing/content.cfm?cid=44472>.

**FF**

1. #9048 (and 8 additional letters) (Reid Hazelton and Various) Discard Proposed FF/FC Construction Rules Rewrite  
Thank you for your letter. Please see the FF/FC rules approved by the Board of Directors in their October 12-13, 2012 meeting. These rules will be effective 1/1/2013. The rules are located at <http://www.scca.com/clubracing/content.cfm?cid=44472>.

**Grand Touring**

1. #9087 (Jay Puskenalis) 15-year Old Racers  
The CRB is passing along your suggestion.

**Improved Touring**

None.

**Super Touring**

None.

**Production****FP**

1. #9398 (Bill Blust) Allow Spridget BugEye in FP  
Thank you for your request. Please see letter #9391 (Technical Bulletin).

**HP**

1. #9409 (Tom Hannagan) Brake Alternative to Allow 240Z/260Z/280Z Caliper/Rotor

Thank you for your letter. Please see letter #9236.

### **American Sedan**

1. #8511 (Cheyne Daggett) Allow the 2010-13 Mustang in RP.

Thank you for your request. The 2011-13 Mustang has been classified in American Sedan, Restricted Preparation, effective 1/1/2013. Please see November 2012 Fastrack, letter #9524.

2. #8542 (and 21 other letters) (Cheyne Daggett and Various) 17" Wheels

Thank you for your letter. Please see the response to letter #8507.

3. #8668 (Cheyne Daggett) Driveshaft and Rear Spoiler

Thank you for your request. The approved 2013 American Sedan rules for both Full and Restricted Preparation allow one piece driveshafts of steel or aluminum construction. Please see letter #9711 for the NR portion of this letter.

4. #8919 (DEAN PALMER) FEEDBACK PER 17X8 WHEEL REQUEST

Thank you for your letter. The date of implementation is listed in letter #8507.

5. #8997 (Scott Sanda) Engine Swap

Thank you for your request. The 2011-13 Mustang has been classified in American Sedan, Restricted Preparation, effective 1/1/2013. Please see November 2012 Fastrack, letter #9524. American Sedan does not have a VIN requirement. However, the vehicle's specification line requires the use of 2011-13 Mustang Coupe GT 5.0L, meaning that a V6 2011-13 Mustang chassis may be used to build an American Sedan car with the Mustang Coupe GT 5.0L engine. The use of the 5.0L Boss 302 engine is not permitted in American Sedan.

6. #9021 (Matt Regan) Allow V-6 to Convert to 5.0 Engine

Thank you for your request. Please see letter #8997.

### **Spec Miata**

1. #8273 (Chuck Dawson) Wire Harness Repair

Thank you for your letter. SM wiring harness repair falls under 9.1.8.C.4.K: k. All chassis/structural/electrical repairs, if performed, shall be in concurrence with factory procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.

### **Touring**

None.

### **NO ACTION REQUIRED**

### **GCR**

None.

### **Formula/Sports Racer**

#### **DSR**

1. #8796 (Mark Osterbrink) Clarification on DSR Engine Rules

Thank you for your inquiry. You are interpreting 9.1.9.A.2.b correctly.

2. #8827 (Greg Case) Fender Opening Rules

Thank you for your letter. There is no data to support that SCCA cars would be safer with top of tire openings. Other organizations have adopted rules based on their particular needs, experience and data. Also, the louvers are not required and the competitor has the option of building their own louvers at lower cost. The rules are adequate as written.

#### **F5**

1. #9680 (Jim Murphy) Formula 600 Challenge Money Series

Thank you for the information.

#### **SR**

1. #9324 (David Ferguson) Discussion Topics for DSR/CSR Combination Ad Hoc

Thank you for your thoughtful letter offering well reasoned ideas. With your permission the letter has been passed on to the SR1 Ad Hoc committee. Again thank you very much for been part of the solution!

#### **SRF**

1. #9389 (Ton Brown) Re-think Classifying SRF and Certain Other Groups Together

Thank you for your letter. The rules for class groupings are adequate as written.

2. #9592 (Steven Thomas) Combining groups with SRF

Thank you for your letter. The rules for class groupings are adequate as written.

## **Production**

### **EP**

1. #9180 (Michael Heintzman) #9046 - SCCA staff

Thank you for your inquiry. The proposed rule change does not apply to the production classes. It is believed that 9.1.5.D.9.a.8.A. is clear with respect to windshields on open cars. There is no minimum thickness specification for these windshields.

### **Super Touring**

#### **STO**

1. #8446 (Charles Rodholm) Splitter/Undertray Approval

Thank you for your letter. The Super Touring Advisory Committee has been working to contact you and has been unable to. Please submit a new letter with additional contact information.

#### **STL**

1. #9561 (Corey Roun) Allow OEM Compression for K20

Thank you for your letter. 11:1 is the stock compression ratio for these engines, and is already compliant to STL specs. Stock cam valve lift exceeds .425 and must be replaced to be compliant on these engines.

2. #9562 (Corey Roun) Add Ineligible Engines

Thank you for your letter. The non-North American engines you listed are non-compliant in STL. Should one wish to request they be classified, one should submit a letter through the CRB letter system and include the engine section of the VTS (Vehicle Tech Sheet) and the engine sections of the Factory Service Manual.

### **American Sedan**

1. #8916 (Cheyne Daggett) 17x8 Wheel Input

Thank you for your letter. As this is a duplicate of your letter #8542, the CRB appreciates your enthusiasm, but did not include duplicate responses to letter #8507, What Do You Think, in the decision making process.

2. #9003 (Darryl Seefeldt) Clarification to Letter ID 9002

Thank you for your clarification to your letter #9002. It is noted.

### **Spec Miata**

1. #9309 (and 15 other letters) (Mike Collins and Various) Restrictor Plate

Thank you for your suggestion. The restrictor sizes are appropriate as listed.

## **RESUMES**

1. #8644 (Stan Clayton) Volunteer for Ad Hoc Committee for the Combined CSR/DSR

Thank you for volunteering. Currently, this committee is fully staffed; however, the CRB will keep your resume on file and contact you if needed.

2. #8662 (David Locke) Submission of FSRAC Ad Hoc Committee Resume

David Locke has been appointed to and is currently serving on this committee.

3. #8665 (Kevin Kloepfer) Sport Racer Committee

Thank you for volunteering. Currently, this committee is fully staffed; however, the CRB will keep your resume on file and contact you if needed.

4. #8686 (Jim Downing) Join the AD HOC Committee/CSR/DSR

Jim Downing has been appointed to and is currently serving on this committee.

5. #8701 (Matt Graham) Resume for CSR/DSR and SR2 Ad Hoc Committee

Matt Graham has been appointed to and is currently serving on this committee.

6. #8717 (Vaughan Scott) Resume Submission for SR2 Ad-Hoc Committee

Vaughan Scott has been appointed to and is currently serving on this committee.

7. #9017 (Michael Alfred) Add Me to the CSR/DSR/SR-2 Class New Ad Hoc Group

Michael Alfred has been appointed to and is currently serving on this committee.

8. #9041 (S. Jay Novak) Volunteer to Work on SR2 Committee  
S. Jay Novak has been appointed to and is currently serving on this committee.
9. #9043 (Marc Walker) SR2 Class Rules Committee  
Mark Walker has been appointed to and is currently serving on this committee.
10. #9045 (David Ferguson) Volunteer for SR2 Advisory Committee  
David Ferguson has been appointed to and is currently serving on this committee.
11. #9047 (Victor Culbertson) Be a Member of SR 2 Ad Hoc Committee  
Victor Culbertson has been appointed to and is currently serving on this committee.
12. #9060 (Corey Shaw) SR2 - I Volunteer for Rules Committee  
Thank you for volunteering. Currently, this committee is fully staffed; however, the CRB will keep your resume on file and contact you if needed.
13. #9066 (W Burns Moore) Request to Be on the SR2 Board  
W Burns Moore has been appointed to and is currently serving on this committee.
14. #9077 (Mark Mercer) Sports Racer 2 Committee  
Thank you for volunteering. Currently, this committee is fully staffed; however, the CRB will keep your resume on file and contact you if needed.
15. #9092 (Bart Wolf) SR2 New Class  
Bart Wolf has been appointed to and is currently serving on this committee.
16. #9094 (Jay Messenger) SR2 Ad Hoc Committee Resume  
Jay Messenger has been appointed to and is currently serving on this committee.
17. #9151 (Jim Rawson) Sports Racer 2 Class Ad Hoc Committee  
Jim Rawson has been appointed to and is currently serving on this committee.
18. #9152 (Vince LaManna) SR2 Ad Hoc Committee  
Thank you for volunteering. Currently, this committee is fully staffed; however the CRB will keep your resume on file and contact you if needed.

# CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2012  
NUMBER: TB 12-12  
FROM: Club Racing Board  
TO: Competitors, Stewards, and Scrutineers  
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 11/30/2012 unless otherwise noted.

## GCR

### 1. #9405 (SCCA Staff) Revisit Turbo Inlet Restrictor Specs

In Appendix F (technical glossary), clarify the Turbo Inlet Restrictor definition 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 ID of the restrictor is listed on the vehicle's spec line. The restrictor's ~~minimum~~ **maximum** ID must be maintained for a minimum length of 3mm. ~~That minimum maximum ID length shall~~ be placed within 50mm of the rotating section (impeller assembly) of the pressurizing unit. **If any approved turbo prohibits installing the restrictor in that location, a different location may be specified by the CRB on a case by case basis.** There shall be no other provisions for airflow to the turbocharger other than through this single orifice."

### 2. #9512 (SCCA Staff) Pending BOD approval Touring Re-org, allow "new T1" cars ST Cages

In GCR section 9.4.E.1, update the roll cage requirements in accordance with the Touring class management:

"Improved Touring, Showroom Stock, Spec Miata, B-Spec AND Touring (**excluding T1**) classes – The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points as specified in these rules. Roll cage may not pass through any structural member, except Miata rear main hoop braces may pass through the package tray."

## Formula/Sports Racer

### SRF

#### 1. #9643 (Erik Skirmants) Brakes and Fuel Pump Clean Up

In Spec Racer Ford 9.1.9.C.24.G change as follows:

Brakes: Hawk Blue 9012 pads **P/N 801993 or 801994. Solid Rotor**; Minimum Rotor Thickness 10.50mm (0.4130 in.) **P/N 800060. Vented rotor minimum thickness 13.25mm (0.522 in.); Must be converted as a set of four in all positions in place of the solid rotor. Vented rotors shall be used as delivered no machining of any kind P/N 800065. Vented rotors will be optional for 2013-2014 seasons, and required for 2015.** Rubber caliper bushings may be replaced with bronze bushings P/N 1196185. Original caliper pistons may be replaced with vented caliper piston ~~P/N 1196186~~ **P/N 1196184**

In Spec Racer Ford add 9.1.9.C.22.gg

**P/N 1150002 In Tank Fuel Pump Kit is allowed and recommended with parts as delivered. Installed per SCCA Enterprises "In Tank Fuel Pump Technical Bulletin."**

### FA

#### 1. #9414 (Jeff Kowalik) Need 34mm SIR for Swift 016

In Formula Atlantic Table 2, change the notes as follows:

"The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a ~~32mm~~ **33mm** SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises, the maximum compression ratio is 14.0:1, and the maximum displacement is limited to 2266cc."

### FF

#### 1. #7271 (Bob Clark) Allow alternate push rods for the Kent 1600cc engine

In 9.1.1.D.1.i, add the following language:

**"Any pushrod made of a ferrous material may be used, provided that the following minimum dimensions and weight are met:"**

#### 2. #9535 (Lee Niffenegger) Part number correction

In GCR section 9.1.1.D.3.p.5, correct the part number as follows:

"The alternator must be stock Honda Fit PN: 31100-RB0-004 or HPD ~~part #3100-F21S-A200~~ **P/N 31100-F21S-A200 (Supplier PN 20187-A)**. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials."

## Grand Touring

None.

## Improved Touring

### ITS

1. #8471 (Brandon Lewis) Subaru Impreza 2.5RS Engine allowance/adjustment.

Split the Subaru 2.5RS spec lines as follows:

ITS	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes:
Subaru Impreza 2.5 RS (99-01)	4 Cyl SOHC	99.5 x 79.0 2457	(I) 36.5 (E) 32.0	10.0	99.2	16	3.55, 2.11, 1.45, 1.09, 0.78	(F) 277x24 vented (R) 266x10 solid	2660	Center differential must remain stock.
Subaru Impreza 2.5 RS (98)	4 Cyl DOHC	99.5 x 79.0 2457	(I) 36.0 (E) 31.5	9.7	99.2	16	3.55, 2.11, 1.45, 1.09, 0.78	(F) 277x24 vented (R) 266x10 solid	2660	Center differential must remain stock.

**ITA**

1. #9201 (Dave Parker) Please reclassify 87-89 GTi 16V to ITB

In ITA, Volkswagen Golf GTi 16V (87-89), make the following changes:

Add valve sizes: **32.0 (I) 28.0 (E)**

Brake size: ~~245~~ (F & R) **239 x 20 Vented disc (F) 226 x 10 solid disc (R)**

Weight: ~~2220~~ **2185**

In ITA, Volkswagen Jetta GLI 16V (87-89), make the following changes:

Add valve sizes: **32.0 (I) 28.0 (E)**

Wheelbase: ~~94.5~~ **97.3**

Gear Ratios: ~~0.89~~ **0.91**

Brake size: ~~245~~ (F & R) **239 x 20 Vented disc (F) 226 x 10 solid disc (R)**

Weight: ~~2475~~ **2185**

In ITA, Volkswagen Scirocco 16V (86-88), make the following changes:

Add valve sizes: **32.0 (I) 28.0 (E)**

Brake size: (F) ~~256 Disc~~ (R) ~~226 Disc~~ **256 x 20 Vented disc (F) 226 x 10 solid disc (R)**

Weight: ~~2320~~ **2185**

**ITB**

1. #8450 (Eric Pedersen) Reduce Weight of 84-86 BMW 318i

In ITB, BMW 318i (E30)(84-86) and BMW 320i 1.8 (E21) (80-83), make the following changes:

~~2395~~ **2210**

Notes: "**Bosch L-Jetronic Fuel Injection**"

**Production**

1. #9609 (John VanDenburgh) Please classify 85-87 Audi coupe gt in Production class

In EP, classify the Audi Coupe GT (85-87) as follows: see attachment

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Audi Coupe GT (85-87)	2	2100 * 2153 ** 2205	5 cyl sohc	3..19x3.40	135.8 c.i.	iron	Alum	(I) 1.50 (E) 1.30	Fuel injection	99.8	59.3/60.1

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm) (in.)	Brakes Alt.: mm/(in.)	Notes:
Audi Coupe GT (85-87)	15x7	5	(F) 10.1 vented (R) 7.87 drum		Comp. Ratio limited to 12.0:1, Valve lift limited to .450"

**EP**

1. #9098 (Chris Dryden) Please classify the BMW Z4 in EP.

In EP, classify the BMW Z4 (03-05) as follows: see attachment

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
BMW Z4 (2003-2005)	2	2550 * 2614 ** 2678	6 cyl DOHC	3.30x2.95	152 c.i.	Alum	Alum	(I) 1.23 (E) 1.20	Fuel injection throttle body i.d. 2.52	98.2	62.2/64.3

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm) (in.)	Brakes Alt.: mm/(in.)	Notes:
BMW Z4 (2003-2005)	18 x 8	5	(F) 11.23 vented (R) 11.02 solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500", OEM hardtop permitted.

## 2. #9709 (Club Racing Board) Modification to GCR 9.4

In GCR section 9.4, clarify as follows:

All cars must utilize a roll cage compliant with the following specifications. These specifications apply to all vehicles registered (issued an SCCA logbook) after 1/1/08. Cars registered before 1/1/08 may continue to compete with their previous roll cage as specified in Appendix I *or comply with the following specifications*. Cars registered as Production class cars prior to 1/1/08 may continue to use their existing roll cage per Appendix J, *or comply with the following specifications*.

### FP

#### 1. #9391 (Bill Blust) Allow the use of the Austin Healey Bug Eye body in FP

In FP, Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500, classify the Bug Eye body by adding the "*Mk. I*" designation.

#### 2. #9403 (Dieter Griesinger) Weight reduction

In FP, Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500 reduce the weight as follows:

1500cc @ 4700 *1670*

### HP

#### 1. #9515 (Bill Blust) Allow body modification for tall drivers in Spridget

In all HP and FP Austin-Healey and MG Midget spec. lines, add the following to the notes:

*"Mk.I Body modification: Behind driver's seat rear deck only, width of shoulder or seat, depth 6" max."*

### Super Touring

#### STU

#### 1. #9436 (ST Committee) TIR Chart and turbo adjustments

In 9.1.4.2.J.3, add the following statement to the turbo inlet restrictor/weight chart:

*"Turbocharged AWD/RWD cars must deduct 2 mm from this table."*

Under STU, table A change the following:

Audi A4 turbo (2nd line) Change notes to ~~37mm~~ *35mm* TIR

MazdaSpeed Miata add to notes, *chart -2 TIR*

Mercedes CLK Change notes to ~~37mm~~ *35mm* TIR

Pontiac Solstice, weight *2820*, add to notes, *35mm TIR*

Under STU, table B change the following:

Acura Integra type R, change min weight ~~2675~~ *2475*

Acura RSX type S, remove restrictor

Acura TSX (04-08), change weight to ~~3045~~ *2975*

Acura TSX (09-11), change weight to ~~2940~~ *2870*

Mazda 6, change weight to ~~3045~~ *2975*

### ST

#### 1. #9583 (Greg Amy) Change Pre-approved Sources of Engines

In section 9.1.4.G.1, make the following changes:

"Alternate engines may be used, if the manufacturer of the vehicle and engine are the same (i.e., an Acura engine installed into a Honda car) and was available in a car delivered in ~~North America~~ *the United States*."

"Engines from vehicles not available in a car delivered in ~~North America~~ *the United States* will be considered and approved on a case-by-case basis for use in ST."

Rationale: the term "North America" is a holdover from the World Challenge regs, and presents a significant unknown to the STAC/CRB. We have a process in place to approve engines from alternate sources; by changing this verbiage above we do not automatically make non-compliant engines that may already be in use in the class, yet we minimize being blind-sided by something the committees have yet to consider.

Note: If there are cars currently running that this new rule disallows, please submit for approval.

### STL

#### 1. #9560 (Greg Amy) E&O, cc/weight verbiage.

9.1.4.3.I.1, change "Minimum weights for cars with piston engines will be determined by 1.3 lbs./cc displacement..." to "Minimum weights for cars with piston engines will be determined by 1.35 lbs./cc displacement..."

## American Sedan

None.

## Spec Miata

None.

## Touring/Showroom Stock

### T1

1. #9717 (Club Racing Board) Wing and Splitter

Update the 2013 T1 rules as follows:

#### B. Aerodynamic Devices

##### 1. Front Splitter

a. A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. SCCA Fastrack News November 2012 Page 26

b. The minimum ride height of front splitters and air dams is 3.0 inches.

c. The front

splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.

d. The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.

e. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.

f. Cars with non-OEM front splitter shall increase the required minimum weight by 75 lbs. *or reduce their flat plate restrictor by 2 mm. Vehicle that do not have a flat plate restrictor would add one and reduce the OEM throttle body size by 2 mm.*

##### 2. Rear Wing

a. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

b. Factory wings and spoilers are permitted, but must be removed if an approved wing is installed.

c. Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.

d. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.

e. The entire rear wing assembly, including the end plates and any wicker, shall be mounted level with, or below, the peak of the roof.

f. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.

g. Wing end plates must not exceed 144.0 square inches.

h. APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75" Inner/9" Outer), is permitted.

i. Cars with non-OEM rear wing shall increase the required minimum weight by 75 lbs. *or reduce their flat plate restrictor by 2 mm. Vehicle that do not have a flat plate restrictor would add one and reduce the OEM throttle body size by 2 mm.*

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 24, 2012

The Solo Events Board met by conference call October 24th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Lisa Noble of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## **MEMBER ADVISORIES**

### **Tire Rack Solo National Championships**

Members interested in serving as a course designer for the 2013 Solo National Championships are invited to submit their qualifications to the SEB via [www.sebscca.com](http://www.sebscca.com).

### **Safety**

#9439 50 Feet Distance Clarification

Per the SEB, the rules (2.2.D and Appendix E.VIII.D.7) do not indicate that 50' is a required kart minimum distance; the wording merely states that the SSS will have the authority to disapprove an event for karts if there are solid objects less than 50' from the course.

### **Stock**

Openings are anticipated on the SAC. Interested members are invited to submit their qualifications in writing via [www.sebscca.com](http://www.sebscca.com).

The SEB thanks Brian Connors, Drew VanderPloeg, and Scott Hoffman for their service to the Club as members of the SAC.

### **Street Touring**

The SEB thanks Andy Hollis, Chris Shenefield, Brian Hanchey, and Jim Reyenga for their service to the Club as members of the STAC.

The SEB has approved the addition of Bill Bounds to the STAC.

### **Street Modified**

Openings are anticipated on the SMAC. Interested members are invited to submit their qualifications in writing via [www.sebscca.com](http://www.sebscca.com).

The SEB thanks Eric Stemler for his service to the Club as a member of the SMAC.

### **Prepared**

The SEB thanks Steve Garnjobst, Tom Holt, and Chris Dorsey for their service to the Club as members of the PAC.

## **CHANGE PROPOSALS**

The following rule change proposals are published here for member review and comment. Input regarding these items should be directed to the SEB via [www.sebscca.com](http://www.sebscca.com).

### **Stock**

#9205 Boss 302 Classing

Per the SAC, the following class listing change proposal is submitted for member comment:

Ford Mustang Boss 302 (non-Laguna Seca) (2012-2013): **move from AS to FS**

Note: this car was initially classed in the July 2012 Fastrack.

## Street Touring

### #9305 E85 Usage

Per the STAC, replace the last sentence in 3.6.A with the following:

*Fuels comprised of more than 10% Ethanol may only be used when specified by the manufacturer (e.g. in the owner's manual for Flex-Fuel vehicles)*

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.

## Prepared

### #8672 Bigger Wheels in CP

The PAC is submitting the following rule change proposal for member comment:

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

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

## KM / FJr

### #9526 Age Exception for KM

Change 4.1.A to read:

Drivers must possess a currently valid automobile driver's license. Any underage driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete in a Stock, Street Touring, or Street Prepared class at Regional events, as long as the restrictions of the driving license or permit are met. If those restrictions require a passenger and the Region allows a passenger, that passenger must be either the driver's parent/legal guardian or an approved instructor. That instructor must be approved by both the event chairman and the event Solo® Safety Steward on a case-by-case basis. He/she must have the written permission of the driver's parent/legal guardian (signed at the event) to ride as a passenger and the restrictions imposed by the underage driver's state must allow the instructor to ride as a passenger. *Drivers 15 years and older who are unable obtain a valid automobile driver's license due to age restrictions may be allowed to compete in KM if they possess extensive experience in Formula Junior, and have obtained a competition license from a nationally recognized racing organization such as SCCA or NASA; this will be at the event Chair and Solo Safety Steward's discretion on a case-by-case basis.* Drivers must be SCCA® members.

Comment: Per the KAC, we see an opportunity to safely let those kids who are not yet old enough in some states to compete in open car classes to run in KM. They are less of a danger to other drivers and course workers as well as being familiar with karting procedures from Junior Karting. This allowance could be controlled by a safety or event official to decide if a potential candidate is qualified in experience from a safety experience. There is precedence for this in the SKUSA rules quoted in the original letter.

## **NOT RECOMMENDED**

### Safety

#### #9171 Seat Belt/Harness Clarification

Thank you for your input. The committee does not believe a change or clarification is needed.

### Street Touring

#### #9332 Airbag Steering Wheel Removal

Per the STAC, competitors are reminded that the NHTSA has a Federally-approved method for electrically disabling

airbags which can be used in the case of unusual seating position and/or body sizing.

#9220 WRX Classing

Per the STAC, this car exceeds the performance levels of the class.

#9281 Crossfire SRT-6 Classing

Per the STAC, this car is outside the performance parameters of existing ST category classes.

#9254 Flywheel Allowance

Per the STAC, this change is not in the spirit of the class allowances.

**Street Prepared**

#8857 GTR Move to ASP

The SPAC prefers to wait and observe the effects of the recent reorganization. The committee believes this car is reasonably classed where it is.

#8873 Boxster/Cayman Move to BSP

The SPAC believes this car is reasonably positioned in its current class.

#8484 S2000 Move to ASP

The SPAC prefers to wait and observe the effects of the recent reorganization before making significant additional classing changes. At this time it is believed this car is consistent with the intended parameters of its current class.

#9421 CSP Changes

The SPAC does not believe these changes are necessary at this time.

#8880 Cars move to FSP

The SPAC prefers to observe how the recent reorganization affects FSP before making any additional classing changes.

#8549 GTR Move to ASP

The SPAC prefers to wait and observe the effects of the recent reorganization. The committee believes this car is reasonably classed where it is.

**Stock**

#9271 Coolant Pipe

Per the SAC, all repairs must be authorized by the manufacturer for a given make and model.

#9368 BMW 1M Move to FS

Given the recent classing changes in FS, the SAC would like to observe the competitive balance among the current crop of vehicles prior to adding additional cars to the mix.

#9175 Chrysler Crossfire (non-SRT6) Move to GS

Per the SAC, the Chrysler Crossfire(non-SRT) meets the current competitive balance of DS.

#9381 Bumper Beam Removal Allowance

Removal or modification of the factory bumper beam is not in keeping with the current trailer hitch allowance (13.2.K). The current allowance offers multiple options for legally installing trailer hitches.

**Prepared**

#8808 DP/EP Proposal

The PAC will continue to monitor the competitive balance between the diverse drivetrains in EP in order to make adjustments and maintain the competitive balance in the class.

#9056 MazdaSpeed Miata in FP

The PAC will continue to monitor the competitive balance in FP, particularly with respect to the diverse drivetrains and powertrains presently populating the class.

**General**

#8986 Minor Car Driver Proposal

The SEB prefers to err on the side of caution in this situation.

## **OTHER MEMBER INPUT REVIEWED**

### **Street Touring**

#9241 O2 Sensor Clarification

This issue is covered by the Tech Bulletin issued in response to item #7789.

#9264, 9313 E85 Usage

This subject is covered by a change proposal published in response to item #9305.

### **Prepared**

#9369 CP Wheel Sizes

The PAC has forwarded a relevant proposal (#8672) to the SEB with a recommendation for publishing for member comment.

### **Kart**

#9378 KML Weights

This topic will be discussed as part of a larger KM wide weight change proposal.

### **Safety**

#8855, 9072 Roll Bar Comments

Thank you for your input, the previously published rollbar proposal has been withdrawn.

#9199 Seat Belt Installation Comments

Thank you for the information.

### **Street Touring**

#9260, 9270 BRZ/FRS in STX Comments

Thank you for your input.

### **Street Prepared**

#7736 Transmission Comment

A recommendation has been made to the BOD by SEB which concerns this subject.

#8366, 8382, 8360, 8368, 8374, 8388, 8394 RX8 Move to DSP Comments

This subject is covered by an item which has been recommended to the BOD.

#9130 SP Aero Comments

A recommendation has been made to the BOD by SEB on this subject.

#9156 VW A1 Chassis Comments

This subject is covered by a recommendation which the SEB has provided to the BOD.

#8600 SP Re-Org Comment

Thank you for your input.

#9226 Mercedes SLK55 Classing

This subject was addressed by a Tech Bulletin in the October Fastrack.

### **Stock**

#9187, 9188 MINI Move to GS

A related proposal is forthcoming from the SAC.

#9232 RT Proposal

Thank you for your input.

## #9257 Stock Classing

These types of issues will be addressed in a forthcoming proposal.

### Prepared

#### #8614 Prepared Comments

Thank you for your input.

#### #9235 BP Comments

The PAC has withdrawn the proposal to add former BP vehicles to FP. BP remains a supplementary class listed in the rulebook.

## **TECH BULLETINS**

### Stock

1. #9321, #9099 Per the SAC, the following new class listings are effective upon publication:

Ford Focus ST (2013): GS

Chevrolet Camaro SS (2010-2013): FS

### Street Prepared

2. #9158 Per the SPAC, the current DSP listing for the Mini should read as follows:

MINI

Cooper S (+ JCW & 2006 JCW GP)

Note: This Tech Bulletin defines the year of the JCW GP that is currently classed in Street Prepared. The SPAC will review the 2013 JCW GP once it has been released.

3. #9273 Per the SPAC, clarify the ESP listing of the Lexus 400 as follows:

Lexus

GS/LS/SC 400

### Street Touring

4. #7789 Per the STAC, 14.10.D should read:

D. Exhaust manifolds, headers *and* downpipes may be replaced with alternate units. *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.*

Note: This cleans up language that has been clarified several times, and adds back the correct sections inadvertently dropped as part of the category re-write for 2012. It also is now consistent with 14.10.F regarding the use of "OE sensors only" for engine management.

5. #9100 Per the STAC, the following new listings are added in class STF:

Honda Accord 4-cyl (1998-2002)

Honda Accord 4-cyl (2003-2007)

Honda Accord 4-cyl (2008-2012)

Note: 6-cylinder models are outside the parameters of STF

6. #9213 Per the STAC, the following new listing is added in class STF

Chevrolet Volt (2011-2013)

7. #9016 Per the STAC, clarify the STC listings for Neon to read:

Neon (1995-2000) (all)

Neon (2001-2004) (ACR & R/T)

Also add to STF:

2001-2004 Neon (NOC)

Note: this puts the slower models of the 2nd generation Neon in STF. While the generation split is at year 2000, the ACR transmission was available in some lesser trims initially in 2000.

8. #9461 Per the STAC, correct the STC listing for Mazda 323 to include the base model, as follows

Mazda 323, 323 GT, 323 GTX

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | November 7, 2012

The RallyCross Board (RXB) met via conference call on November 7. Attending were Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Stephen Harris and Todd Butler, BoD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

### Committee Reports

- RallyCross Safety Committee: The Safety Steward Training presentation, forwarded to Risk Management for review, is ready to be implemented. It will be available for download at the SCCA website.

**Motion:** Accept the Safety Steward Training presentation as prepared and make it available for use to the members. Hyatt/Blakely. Not present: Cashion and Ricker. **PASSED unanimously.**

Sealander reported no communication with the Colorado program on the Safety Steward training session and is assuming a training session has not yet been conducted. He suggested that Safety Committee Chairman, Bob Ricker, review the situation with the Divisional RallyCross Steward (DRXS), Aaron Miller, and consider his qualifications based on his work assignment as Assistant Chief of Course at the National Championship where he showed a good working knowledge and understanding of safety and course conditions. Hyatt suggested that in addition a review of the Safety Steward Training presentation by Aaron Miller be the final step to his licensing as a Safety Steward.

- RallyCross Rules Committee (Warren Elliott): Brian Harmer will post a tech bulletin at the website clarifying current RallyCross Rules (RXR) language concerning Stock Category tire size allowances. It will be the same as the clarification posting on the forums. He will also make the forum post a sticky.

The 2013 RXR will include improved language explicitly stating that in the Prepared Category functional catalytic converter(s) are required on vehicles equipped with catalytic converter(s) as original equipment.

- National Championship Committee (Brent Blakely): Blakely reported that RXB member, Karl Sealander, has agreed to be on the committee and that he is continuing to search for additional Committee members from the membership, preferably those who have regularly attended the National Championship events.

Blakely requested any feedback from the National Championship event in October. Howard Duncan reported that the site owners seem to be pleased with the post-event cleanup. Hyatt reported that the Divisional RallyCross Stewards suggested that language be added to the Supplemental Regulations indicating that each driver will be informed of any course changes, that Safety Stewards use a car to pre-run the course looking for safety concerns, and that runs begin on Friday to accommodate more participants and runs. Elliott reported some unhappiness among participants regarding dropped runs and suggested that the RXB readdress the debead issue.

- Marketing Committee (Ron Foley): Foley stressed, from a marketing perspective, the need for early scheduling for 2013 National Challenges, along with a more standard format between all the events so that each event feels important to the participants. Brian Harmer suggested the event trophies be standardized through the National office.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported that the last DRXS call included 6 of the Stewards. Charles Wright took over as the new chairman. One of the major discussion points was the proper handling of tire debeading at National events. Hyatt reported that thus far 3 Divisions have scheduled 2013 National Challenges. The goal for the other Divisions is to schedule their National Challenges by January 15, 2013. The next two DRXS meetings will be interrupted by the Holidays and will need to be rescheduled if possible.
- Forum Activity: The RXB continues to monitor the forums for topics that may be important to the membership.

### Old Business

- Alternative processes for Safety Steward licensing in case of conflict: Hyatt presented the following additional wording for the 2013 RXR, RallyCross Safety Steward Training Program, Training Methodology (Page 47):

4) If a Divisional Steward denies the application for a Safety Steward after the above steps have been followed and there is a request for a review of the application, a Review Committee of three members will be convened. The Review Committee will consist of: a RallyCross Divisional Steward, an RXB member, and a member of the RXB Safety

Committee; all must be currently licensed RallyCross Safety Stewards. The committee will review the application and submitted qualifications. They may ask for additional information from the applicant and/or the Divisional Steward who denied the application. The Review Committee will either approve the application or deny it. If denied, the committee will provide recommendations as to what is required to have the application approved.

**Motion:** Add the wording as presented above to the 2013 RXR. Foley/Elliott. Not present: Cashion and Ricker. **PASSED unanimously.**

- Post-National Championship survey to all competitors: This has not yet happened and is now probably too late for the 2012 event. Foley suggested that a survey be included in the competitor's packet at next year's event.
- Find TripleCross Award compensation: The RXB discussed a few ideas for the award. Winners for 2012 have yet to be determined, which has been delayed because of the lack of results from several of the 2012 National Challenge events. Hyatt will emphasize the need for the Divisions to post results.
- Request suggestions from DRXS for effective uses of budget: Howard Duncan reported that \$300 has been budgeted for each DRXS to use as he sees fit for his Division's RallyCross programs.

### **New Business**

- After the required membership input, the Rules Committee presented the following rules proposals to the RXB. RXB voting results are included with approved proposals being referred to the BOD for final approval before adding to the 2013 RXR:
  - 6.2.C.2 Tires must be DOT approved. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted unless ice or snow is present. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc). **Tires must not be on the Tire Exclusion list.**

**NOT APPROVED unanimously.** Not present: Cashion and Ricker.

- ~~6.2.D.8 Any dampers may be used but the damper must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.~~ **Any dampers may be used. Damper attachment points on the body/frame/subframe/chassis/suspension member may not be altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). No damper may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle).**

**6.2.D.8.a** Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson) suspensions, Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).
3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
4. The replacement arms or mounts must attach to the original standard mounting points. All bushings may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

**6.2.D.8.b** Springs may be replaced, but they must be of the same type and use original mounting points.

**APPROVED unanimously.** Not present: Cashion and Ricker.

- ~~6.2.D.10 Any tire is allowed except homebuilt studded tires.~~ **Tires may have altered tread blocks/patterns but**

cannot be marked for temporary use. Studded tires may not be homemade using bolts or screws. They must have a minimum treadwear rating of 0 (zero). They must not be on the Tire Exclusion list.

6.3.E.10 Any tire is allowed that is not on the Tire Exclusion list.

6.3.F. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present, installed correctly and functional. A space-saving wheel designated by a manufacturer for temporary low speed use may not be used.

6.3.G. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed. Tires offered for two, three or four wheeled motorbikes are not allowed. This includes motocross, dual sport and ATV tires that are not designed to withstand cornering side-loads that can be generated by an automobile of substantially higher curb weight.

**NOT APPROVED unanimously.** Not present: Cashion and Ricker.

- Replace all of 6.2.C.13 with the following: Original equipment shocks and struts may be replaced with optional OEM or Aftermarket variants. The shock internals may not be modified (no revalving). The extended and collapsed length dimension, less a bump stop if applicable, must be within .5 inches (12.7mm) of the standard OEM unit. The OEM coil spring must be positioned on the damper in its original location. The spring perch must be located within 1/8 inch (3.17mm) as compared to the OEM perch unless originally equipped with adjustability from the manufacturer. Mounting bushings that are integral to a shock absorber must be of the same type material and design as original. Externally adjustable damping functions, whether electronically or mechanically actuated, are only permitted if the vehicle was originally equipped with this capability. The number of adjustment settings must be the same or fewer as the OEM. Unless originally equipped, no damper may have external nitrogen fill valves of any kind or external reservoirs.

**NOT APPROVED unanimously.** Not present: Cashion and Ricker.

- 6.2.C.5 Dress-up and convenience items, which do not give a performance advantage, reduce the weight of the car, or weigh less than the replaced standard part they are replacing, are allowed (i.e. shift knobs, pedal covers). Exterior plastic trim pieces that serve no other purpose may be removed.

**NOT APPROVED unanimously.** Not present: Cashion and Ricker.

- 6.2.C.18 Audio system components may be replaced with alternate components intended for the application (i.e. factory head unit may be replaced with aftermarket single-din head unit).

**APPROVED unanimously.** Not present: Cashion and Ricker.

- 6.2.D.22 Oil cooling radiators for engine, transmission, or differentials; may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions:
  - a. Fluid capacity and dry weight of any radiator being modified or replaced must be no less than that of the OEM standard part.
  - b. Radiator(s) and their lines must be securely mounted, reside in the engine bay area, or the general location of the OEM part being replaced or modified. No lines may be routed through the passenger compartment.
  - c. No body parts or structure may be altered in any way, except for the minimum holes to facilitate mounting brackets and fluid lines, for installation.

**APPROVED unanimously.** Not present: Cashion and Ricker.

- 6.2.D.10 Any tire is allowed except homebuilt studded tires. Tires may have altered tread blocks/patterns but cannot be homebuilt studded tires or marked for temporary use and must meet one of the following requirements:
  - a.) have a minimum treadwear of 0 (zero).
  - b.) be any automotive rally tire from such tire manufactures as but not limited to: BF Goodrich, Dmack, Falken, Kumho, Hankook, Lassa, Michelin, Silverstone, or Yokohama.
  - c.) be approved by the RXB.

**NOT APPROVED unanimously.** Not present: Cashion and Ricker.

- 6.2.E.10. Any tire is allowed.

**NOT APPROVED unanimously.** Not present: Cashion and Ricker.

- Ritchie Bros. auction sites: Tabled.
- National Convention sessions and meeting times: Tabled. Howard Duncan will send a rough draft of the schedule for better planning at the December meeting.

Next meeting: December 5, 2012

Submitted by Karl Sealander, RXB Secretary

## ROAD RALLY BOARD

### ROAD RALLY TOWN HALL MINUTES | October 20, 2012

A RoadRally Town Hall meeting was held after dinner on Saturday, October 20, 2012 at the USRRC.

Attending were: Chairman, Rich Bireta; members: Jeanne English, Chuck Hanson, Sasha Lanz, Clarence Westberg; and Deena Rowland from the National Office.

Chairman Bireta called the meeting to order at 8:30 pm EST.

#### Proceedings

1. **from Cheryl Babbe:** the SCCA Hall of Fame needs more RoadRally people; Gene Henderson is already in the Hall, but he is primarily Performance Rally; submit nominations, along with a page or two indicating why the person should be considered, to [SCCAHoF@scca.com](mailto:SCCAHoF@scca.com).
2. **Rich** thanked the Detroit Region USRRC organizing committee and their RE Jennifer Glass for providing her horse barn for dinner and then told attendees about what is currently going on with the RRB:
  - a. **RRB openings:** please submit resume(s) by October 31.
  - b. **2013 USRRC:** please submit proposals; we would like to announce the location at the SCCA Convention.
  - c. **2013 RRR changes:** the only proposal is to change the Experience-Based Classes
  - d. The **RRB** has created a calendar for getting things done.
  - e. **The National Events Committee:** composed of Clarence Westburg, Mike Thompson, Bob DeMeritt, and Dave Weiman; they will be handling things related to Nationals, which frees up the RRB to concentrate on the regional program, to grow it from the ground up; Clarence will be putting National dates on the SCCA RoadRally Facebook page.
3. **Rich** opened up the floor for questions: What is being done to grow the sport? Answer:
  - a. there have been many suggestions, which have been consolidated into a list that the RRB, National Events Committee, and Regional Events Committee are/will be working from
  - b. make rallies easier, more fun, more visible, and make it happen
  - c. we have a Mentoring Committee to help anyone wanting to put on a rally/start a rally program
  - d. the App Class has been specifically developed for Smartphone users, which we hope will appeal to the young crowd
  - e. Rich compiled a participation study to identify regions that do rallies, how many they do, and reasons why some regions have no rallies and/or declining participation (e.g. their only rally master moves away, organizers take a year off); we need to find a "spark plug" for the regions.
  - f. Cheryl reminded attendees to use the SCCA tools, to send rally info to all who check 'rally' as their area of interest, and to broadcast events via social media.
  - g. go to marque club email boards, e.g. Subaru, Porsche, Mustang – the list is endless.

Town Hall stopped for presentation of rally awards.

Submitted by Jeanne English, RRB Secretary.

## ROAD RALLY BOARD

### ROAD RALLY BOARD MINUTES | November 5, 2012

The RoadRally Board met via conference call on November 5, 2012; called to order at 7:33 pm CDT.

In attendance: Chairman Rich Bireta, Jeanne English, Chuck Hanson, Sasha Lanz, Clarence Westberg, Deena Rowland and Howard Duncan from the National Office, BOD liaisons Steve Harris and Bob Lybarger; not in attendance: RRB member Jim Wakemen

October minutes approved with corrections to National Committee report 2013 National rallies: Hurdle date tentative, Pittsburgh date Aug 24-25 (Chuck/Sasha/passed).

Old Business:

- 1) USRRC.
  - a. 2013: Final action on Arizona Border Region bid: Chuck noted that they seem to have no support from their region; we still have concerns about administrative issues; **Motion:** to deny the AZ Border bid for the 2013 USRRC: Sasha/Jeanne/passed. We are still looking for a host for 2013.
  - b. 2012: Event Post-Mortem: we all agreed that overall the weekend went well and was enjoyable; several

comments that some of the rallies were too long, perhaps the Sunday rally in particular should be shorter to folks can have a better chance of getting home earlier; the course rally was a good example of a rally designed for the average rallyist (e.g., fixed main road); GTA was fun with its football theme; these were Deena's first road rallies ever and her impressions were – she had no clue what she was getting into, she was in over her head but still have fun, and she thinks that everyone in the SCCA office needs to go on a rally to see what they are about; in summary – good rally weekend, but the USRRC is not easy for someone who has never rallied before, regional experience first is needed.

- c. 2012: Town Hall review: got started late, after many people had already left; Rich did an introduction, and then asked for questions; question “What’s being done to grow the sport?” generated lots of discussion; minutes of Town Hall meeting are posted separately.
- 2) 2013 Rules Change: Experience-Based Classes
  - a. We received draft language from Dave Teter, in conjunction with Bruce Gezon, putting the proposal in appropriate format for inserting in RRRs.
  - b. Logistics for updating 2013 RRRs: the proposal was posted at the beginning of the year, we received comments, Chuck organized the comments and adjusted proposal wording, final version was sent to Rules Committee, we now have version from Dave Teter; Chuck said that the Teter version does not change the intent of the final proposal and should be referred to the BOD for approval at their December meeting; **Motion:** send to the BOD for their approval: for 2013 RRRs, change Article 8.B.3 and Appendix T per the document received from Dave Teter: Chuck/Sasha/passed with one abstention.
  - c. RRR appendices need to be updated; Jeanne will contact Dave Kolb to get this done.
- 3) Road Rally Events Calendar: was discussed and approved last month to be posted, but when Deena tried to post (Jeanne’s) calendar she was unable to do so; discussion with Howard about this, with primary issue being how much information is on this calendar, in particular whether actual start locations are given (they are not, only city is given), Howard was worried that if an event was changed or canceled people might show up anyway; calendar OK as is, Howard will work with Rich to get it posted; it is good to have a single source to look for rally info. Different issue on SCCA website, links specific to some rally events somehow gets changed to region website link; Deena will look into this.
- 4) Committee Reports
  - 1) National Events Committee – Clarence:
    - a. This committee has put a proposal in our Dropbox listing what they think needs to be done; the NEC has been doing work via email, they would like to have a face to face meeting to get things moving for the 2014 RRRs.

Break 8:30, reconvened 8:40

- b. RRB should read the proposal and comment; Sasha asked about GTAs being disenfranchised, Clarence answered that GTAs not meant to be disenfranchised, but that the GTA committee needs to come up with their own program.
- c. calendar requests go to Deena first, then the NEC will approve sanctions and assign liaisons; liaisons can be any RRB or Rules member, or member of the NEC.
- 2) Publicity Committee – Sasha: Dave Head has agreed to be on the committee, as well as Bruce Gezon
- 3) Regional Committee – Rich: nothing to report

New Business:

- 1) Regional and Divisional Awards for 2012: start thinking about them, vote will be at a future meeting
- 2) 2013 RRB member recommendations to BOD:
  - a. All RRB members at this meeting are willing to serve another year.
  - b. We have received two applications from potential new RRB members; **Motion:** approve these two people (passed); Howard will take both names to the BOD for approval.
- 3) Proposal from Dave Head regarding clocks and timing: postpone to next month (we are out of time)
- 4) USRRC Future Format: Clarence put a proposal in the Dropbox: what should the USRRC be? Do we need to change the concept? Should it be a destination event?

Conference call ended at 9:30 CDT while we were still talking (oops). USRRC Future Format will be first item next month; Sasha and Howard both had email comments after the meeting about the USRRC.

Next meeting Tuesday, December 4, 2012

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

Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

### SOLO

40th Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

### RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/events/index.cfm?eid=4495>

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