

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 22, 2015

The Solo Events Board met by conference call April 22nd. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek of the BOD. 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 **1/1/2016**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at www.soloeventsboard.com.

Street Prepared

#13934 Jensen-Healey Move to FSP Proposal

Move the following listing from CSP to FSP:

Jensen-Healey

Note: The belief of the SPAC is that this car will not be a threat for FSP, and many of its contemporaries are already there.

Member Advisories

Safety

#16473 Helmet Clarification

Modular helmets meeting the requirements of Sec. 4.3.1 are legal for use in Solo.

#16575 E Cigs in Grid Clarification

All forms of E-cigarettes are not allowed in grid or staging areas under 1.3.2.P of the Solo rules.

Note: most state laws prohibit E-cigarettes wherever regular cigarettes are banned.

#16867 Wheeled Personal Conveyances

The Solo Safety Committee strongly encourages all Regions to include in their supplementals a ban on the use of scooters, skate boards, roller skates and any similar type wheeled personal conveyances in any grid area.

Street

#16633 BMW M235i Clarification

The SAC has verified that the limited slip differential for the M235i is a port installed option and therefore eligible for use in competition in FS.

CONTENTS

BOARD OF DIRECTORS	None
SOLO	1
SEB Minutes	1
CLUB RACING	8
CRB Minutes	8
Technical Bulletin	12
Court of Appeals	15
Time Trials Admin. Council	None
RALLY	17
RallyCross	17
Road Rally	None
LINKS	18

#16776 BFG Rival-S Tires Clarification

Based on information from multiple sources, BFG has met the eligibility requirements as of April 2.

#16743 BFG Rival S Clarification

Per 13.3.A.2 of the 2015 Solo Rulebook the minimum molded tread depth must be 7/32" as specified by the manufacturer. BFG states that their tread depth exceeds this measurement.

Street Touring

#16545 Sway bar Clarification

Per the STAC, the "Mazda2 B-Spec sway bar by Tri-Point Engineering" is not an anti-roll bar as it does not meet the conventional definition. Thus it is not compliant with the provisions of 14.7.

#16546 Ice in Intake Clarification

Per the STAC, active intakes incorporating devices such as leaf blowers, compressed air, N2O, ice, dry ice, or refrigerant are not compliant as they do not fit the conventional definition of an air intake.

Street Prepared

The SEB thanks Mark Madarash for his service as a SPAC member.

Modified

The SEB thanks Dave Whitworth for his service as MAC member and committee Chair.

Change Proposals

Safety

#16563 Course Speeds

Change the following in 2.1

Generally, maximum speeds in the mid 50s to ~~low mid~~ 60s (mph) are contemplated for Street, ~~and~~ Street Touring®, ~~and Street Prepared~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving.

In conjunction with the above, change the following in 2.2.A

A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ 60s (mph) for the fastest Street, ~~and~~ Street Touring®, ~~and Street Prepared~~ category cars.

Note: The intention of this change is not to speed up courses, but rather to update the rulebook to reflect today's reality. The capabilities of the fastest SP cars have increased dramatically since this rule was written which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.

#16864 Passengers

Change 1.3.2.D by removing the following wording from the paragraph following D.4:

~~In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted.~~

Note: This change deletes superfluous wording. Passengers will continue to be allowed at regional events per 1.3.2.D and regional supplemental regulations, if applicable.

Street Prepared

#14955 Non-OE dimension ball joints

The SPAC is republishing the following proposal package for more member feedback.

Per the SPAC, change 15.8.H.4 to remove the last sentence, as follows:

4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) 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. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~

And add the following new subsection 15.8.H.5

5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

#15078 Oil Tank Clarification

Per the SPAC, add new section 15.10.CC as follows:

CC. Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.*

Other Items Reviewed

Safety

#16296 Floor mat Comments

Thank you for your input.

Street

#16649 Tire Comments

Thank you for your input. The SAC and SEB will continue to monitor the value and wear characteristics of compliant street tires.

#16680 Section 12 Standard Part Description Clarification

Thank you for your input. The Standard Part description in Section 12 is considered appropriate as written.

Street Prepared

#16587 Control Arm / Ball Joint Spacer Proposal

Thank you for your input. The SPAC has not made a decision on ball joint extenders.

Not Recommended

Street

#16537 Tire Allowance Proposal

Thank you for your input. The SAC does not feel that allowing tires that do not meet the size requirements is appropriate for national competition.

#16562 Sway Bars and Camber Plates Allowance Proposal

Thank you for your input. The SAC does not feel that allowing camber plates and more sway bar allowances is appropriate for Street at this time.

#16586 BFG Rival-S Comments

Thank you for your input. The SAC will continue to monitor the competitive mix for tires in the Street category.

#16594 Transmission Control Module (TCM) Proposal

Thank you for your input. The SAC does not feel this is appropriate for the Street category.

#16624 C4 Corvette Classing Proposal

The SAC feels that the 30 year rule is appropriate for vehicles competing in the Street category on the national level. Regional programs are free to modify classing to fit their local needs.

#16685 Scion FRS Move From CS to BS Proposal

The SAC does not feel that it is appropriate to move the Scion FRS to BS at this time. The committee will continue to monitor the situation.

#16699 Wheels downsizing allowance

The SAC does not feel that changing the wheel allowance is appropriate at this time.

#16701 2014 Porsche 991 GT3 classification

Please see the response to letter #16750.

#16734 Lexus IS350 F Sport Move out of FS Proposal

The SAC feels that this car is classed appropriately.

#16738 Nissan Juke Nismo RS Edition Classing Proposal

The manufacturer specifications indicate that the Juke NISMO RS has a 60.8" overall height and a 59.65" average front/rear track. Thus it does not fall in the acceptable range per 3.1.A.

#16750 New Street Class Proposal

The SAC feels that the Porsche GT3 2014-2015 is not appropriate for SS at this time. We will continue to monitor the competitive mix in SS.

Street Touring

#14520 Porsche 911 Classing Proposal

STAC does not feel that these cars are a good fit at this time. The STAC and SEB will continue to monitor this situation.

#15934 Tyrol Rigid Collar classing. (Mk6 Gti/b6 Passat)

Per the STAC, the manufacturer mounting is adequate, and creating a rule that allows this could provide an opportunity for deliberate unintended suspension mounting adjustments.

#16528 Minor firewall cut for strut brace installation

The STAC is not in favor of allowing cutting of the firewall for strut bar clearance.

#16529 2000-2005 Toyota Celica

In the opinion of the STAC the 2000-2005 Toyota Celica is too powerful and light for STF.

#16551 Rear Seat Removal Proposal

The STAC does not recommend allowing rear seat removal as this would exceed Street Prepared allowances, and is not considered consistent with ST category philosophy.

#16696 Cat Location Comments

Thank you for your input, but the STAC thinks the current rule best serves the membership's interest at this time. The STAC does not think additional allowances are necessary for the referenced specific model limitations. Every car classed does not get to take advantage of every allowance.

#16735 Ballast Allowance Proposal

Per the STAC this is not recommended due to being beyond the spirit of the category. The STAC believes the objective can be achieved with the other allowances in category.

Street Modified

#14831 Cosmetic Appearance Clarification

Per the SPAC, the allowances in SP for sway bar installation are sufficient as written.

#16603 Street Prep cars in Street Mod

The SMAC does not see a need to allow SP cars to run in SM without complying with minimum weights. Section 1.1 of the Solo Rules allows Regions to adjust classing.

#16623 BMW E30M3 88-91 Move to DSP or ESP Proposal

The SPAC feels that the E30 M3 is correctly classed in CSP.

Handled Elsewhere

Street

#16742 FRS 1.0 Classing Proposal

Please see item #16755 in the May Fastrack for information on the FRS 1.0 classing.

Street Touring

#16345 Porsche 996 Classing Proposal

Please see the response to item #14520 elsewhere herein.

#16349 Porsche 996 STU eligibility

Please see the response to item #14520 elsewhere herein.

#16627 Fiat 500 Abarth / Turbo in STX Comments

Thank you for your input. The Fiat 500 Abarth / Turbo class change was recommended to the BOD per item #15045 in the April Fastrack, and will take effect in 2016.

Street Prepared

#11974 Splitter Clarification

Please see #11977 elsewhere herein.

#14491, 16608 2015 Subaru WRX STI classing Proposal

Thank you for your input. Please see item #16662 elsewhere herein.

#16635 BMW E90/E92/E93 M3's from ASP to ESP Proposal

Thank you for your input; the car has been recommended to BOD for reclassification to ESP effective 1/1/2016 per item #12572 in the April Fastrack.

Tech Bulletins

Safety

Update the first sentence of 4.3.3 to read "Full face *or modular* helmets shall be worn...."

Street

#16752 2015+ VW Golf R Classing Proposal

Per the SAC, the following new listing is added in Appendix A, effective immediately upon publication:

BS

Volkswagen

Golf R (2015)

#16817 Acura ILX Classing Proposal

Per the SAC, add the following new listing in Appendix A, effective immediately upon publication:

HS

Acura

ILX

Street Touring

#14753 Toyota ECHO to STF Proposal

Errors and Omissions: the Toyota Echo (2000-05) listing in the rule book in class STF is incorrect; the car should be listed in STS (per the December Fastrack).

#16436 Suzuki Swift Classing Proposal

Per the STAC, add the following new listing in Appendix A, effective immediately upon publication:

STS

Suzuki

Swift (1994)(N/A)

#16585 Kia Forte Turbo Classing Proposal

Per the STAC, add new Appendix A listings to STX and modify the STF listings for the Kia Forte as follows, effective immediately upon publication:

STF

Kia

Forte *(N/A)*

Forte Koup *(N/A)*

STX

Kia

Forte (turbo)

Forte Koup (turbo)

Street Prepared

#11977 Splitter Clarification

Per the SPAC, append to 15.2.I.1 as follows:

“This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members, that serve to trap air on top of the splitter by preventing it from flowing around the side of the car, are not allowed.”

Note: This addresses member concerns that resulted from the wording of member advisory #11290 published in the August 2013 Fastrack. There was never an intent to eliminate vertical air dams/spoilers.

#16398 Fiesta ST

Per the SPAC, add the following new listing in Appendix A, effective immediately upon publication:

CSP

Ford

Fiesta ST (2014-15)

#16432 Yaris, Fit, Versa Classing Proposal

Per the SPAC, add the following new listings in Appendix A, effective immediately upon publication:

FSP

Honda

Fit

Nissan

Versa (2007-15)

Toyota

Yaris

#16662 2015 WRX Classing Proposal

Per the SPAC, add the following new listing in Appendix A, effective immediately upon publication:

ASP

Subaru

WRX (all including STI) (2015)

#16790 Incorrect Corolla FX-16 classing

Errors & Omissions: The Toyota Corolla FX16 was classed from DSP to FSP for 2013 (Fastrack News November 2012, page 10). Hence the Appendix A listing in DSP should be deleted.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 5, 2015

The Club Racing Board met by teleconference on May 5, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Kevin Fandozzi, Sam Henry, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing; and Brian McCarthy, Board of Directors. The following decisions were made:

Member Advisory

None.

No Action Required

STL

1. #16668 (Joshua Allan) Wing Mounting and Roof Material

Thank you for your request for clarification. The below rules should answer your questions. The intent of the rules is to limit wing mounting location and roof materials.

Please see the response to letter #15425, January 2015 Fastrack Minutes (Wing Mounting) and GCR 9.1.4.C.9 for the ruling on roofs ("Convertible tops and attaching hardware shall be completely removed. It may be replaced with an OEM hardtop if one is available. Aftermarket OEM-style hardtops are allowed; **aftermarket carbon fiber hardtops are not allowed.**").

STU

1. #16713 (Shandelle Leonard) Firewall Clearance for MZR Alternate Engine

Thank you for your request. Your modification should be compliant per GCR 9.1.4.G.1.d: d. The long block assembly of the alternate engine must remain within the engine compartment with no modifications; however, the firewall may be modified to provide clearance for intake manifolds and/or engine accessories.

T3

1. #16840 (Michael Collins) Please Move SM5 to T4 from T3

Thank you for your request. The CRB is working to classify this car in T4 for 2016 with appropriate competition adjustments. Please look for future updates.

T4

1. #16769 (Michael Sullivan) Mazda MX-5 in T4

Thank you for your letter. The CRB will continue to monitor this class and analyze data before making any additional adjustments.

Not Recommended

FC

1. #15951 (David Klutsenbaker) Pinto Upgrades

Thank you for your letter. The CRB does not recommend any changes to the Pinto engine in FC at this time. Please submit a plan with verifiable engine data and the CRB will reconsider your request.

FV

1. #14071 (Gregory Bruns) Rule Change to Allow Forged Pistons

Thank you for your request. The CRB does not recommend this change at this time; however, the CRB will continue to research alternate replacement parts for hard-to-find OEM parts.

GT2

1. #16611 (Frank Brown) Classify 2012 Mustang 5.0 Supercharged in GT2/ST

Thank you for your request. The CRB will not classify new cars with turbochargers or superchargers in GT2. Any cars currently in GT2 with them, came via the GT2/STO consolidation.

GT3

1. #16651 (Craig Johnson) GT3 Nissan Weight Penalty for No SIR

Thank you for your request; however, with no SIR, this car would exceed the horsepower target for the GT3 class.

ITS

1. #16705 (Elazar Mann) Classing Subaru SVX

Thank you for your request. Transmission swaps are not within the class philosophy for IT. The CRB recommends you research the ST rules, which should be a better fit for your car.

ST

1. #16898 (Eric Heinrich) Data Acquisition

Thank you for your suggestion. The CRB has decided this is not needed in Super Touring.

STU

1. #16714 (Shandelle Leonard) Aftermarket Sub Frame or Modified OEM with Alternative Engine

Thank you for your request. The CRB does not support the use of aftermarket or modified OEM sub frames in Super Touring.

2. #16841 (Eric Thompson) Hood Ventilation to Reduce Temps and Allow Turbo Heat to Escape

Thank you for your request. The CRB does not recommend hood ventilation at this time in Super Touring.

T2

1. #16745 (George Biskup) Rear Tire Size Mustang Boss 302

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

2. #16746 (George Biskup) Boss 302 Splitter and Wing

Thank you for your inquiry. Please see the specification line for allowed OEM body parts and upgrades.

T2-T4

1. #16853 (Ed Barr) Suspension Coilovers

Thank you for your letter. Recent changes have been made to increase competitiveness for this car. The CRB will monitor the results of those changes.

T4

1. #16025 (Christopher Childs) Restrict the 96-02 Camaro/Firebird

Thank you for your request. The CRB has made recent changes in T4 and will continue to monitor the class and those recent changes.

2. #16848 (Dean Bailey) Adjustment to Specification Line

Thank you for your request. The CRB does not recommend this change in T4. Recent changes have been made to T4 and the CRB is monitoring results and data in the class.

3. #16849 (Dean Bailey) Wheels and Brakes for T4 Camaro/Firebird

Thank you for your letter. The CRB does not recommend this change for T4.

4. #16866 (Tim Myers) Request Adjustment T4 RX-8

Thank you for your request. Based on recent race data, changes are not deemed necessary at this time.

Recommended Items for 2016

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.

GCR

1. #16946 (Club Racing Board) Transmission Short Shift Kit

Change 9.3.49 and re-number 9.3.49 through 9.3.55 to 9.3.50 to 9.3.56:

9.3.49. **TRANSMISSION SHORT SHIFT KITS**

Transmission short shift kits are allowed on all cars.

Add to Appendix F. Technical Glossary:

Transmission Short Shift Kit - A mechanical modification or replacement of a part or parts to modify the throw of the shifter. It must not change the pattern from its original.

ST

1. #16858 (Christopher Jurkiewicz) Driver Cooling NACA Duct Location

Thank you for your letter. The removal of "NACA" from 9.1.4.F.7 and 9.1.4.F.10 can be found in letter #16938, Technical Bulletin.

Change 9.1.4.F.7: 7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the ~~front, lower, corner of the~~ window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

T2

1. #16389 (Kurt Rezzetano) Spring Rate Change for Mustang GT and Boss

Thank you for your request. In Touring 2, please change the notes for the 2012 Boss 302 Mustang, the 11-14 Mustang GT, and the 05-10 Mustang Coupe GT and Shelby GT 5.0: *Maximum spring rate 500 lbs (front), 300 lbs (rear).*

Taken Care Of

FB

1. #16739 (Stan Clayton) Dyno Sheets for My Letter #16728 - page 1 of 3

Thank you for your letter. Please see the response to letter #16728, Technical Bulletin.

2. #16740 (Stan Clayton) Dyno Sheets for My Letter #16728 - page 2 of 3

Thank you for your letter. Please see the response to letter #16728, Technical Bulletin.

3. #16741 (Stan Clayton) Dyno Sheets for My letter #16728 - Page 1 of 3

Thank you for your letter. Please see the response to letter #16728, Technical Bulletin.

IT

1. #16872 (James Bell) Heater Core Removal

Thank you for your letter. Please see the response to letter #15424, April 2015 Fastrack Minutes.

ITS

1. #16689 (Phil Hollenbeck) Removing Climate Control for 2016

Thank you for your letter. Please see the response to letter #15424, April 2015 Fastrack Minutes.

2. #16905 (Improved Touring Committee) Pontiac Solstice

Thank you for your request. Please see the response to letter #16268, Technical Bulletin.

EP

1. #16775 (Phillip Pierce) 15x10

Thank you for your request. Please see the response to letter #16774, Technical Bulletin.

STU

1. #16500 (Andrew Rains) Rains Racing World Challenge Volkswagen GTI

Thank you for your request. The Super Touring Advisory Committee has contacted you and they believe that you understand you may compete in STU with the proper TIR and chart weight, as long as the wing and tires meet STU rules.

2. #16665 (Tom Daly) STU Classification

Thank you for your request. The Super Touring Advisory Committee has contacted you and believes you understand the process for STU classification. Per GCR 9.1.4.A (in part): "Spec lines are not required for STU eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class."

T2

1. #16908 (David Palfenier) Weight Penalty

Thank you for your letter. Please see the response to letter #16910.

2. #16910 (Harley Kaplan) E92 Consideration

Thank you for your letter. After data collected at Sebring and also extensive data from VIR, the CRB believes the recent change to the T2 E92 BMW has been validated by the results and data.

T3

1. #16886 (Martin Torrence) T3 Mustang Shifter

Thank you for your request. Please see the response to letter #16***, Technical Bulletin.

T4

1. #16837 (Don Knowles) Request Reconsideration of Earlier Request to Allow a 3.23 Option
Thank you for your letter. Please see the response to letter #16847, Technical Bulletin.

What Do You Think**GCR**

1. #16791 (Jim Wheeler) New Specialty: Data Technician

The CRB requests your feedback on the addition of a new Tech Specialty in Data Services (Data Technician).

Duties would include:

1. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at Majors races.
2. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.
3. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.

This specialty would be voluntary, but, the corps would coordinate through SCCA Technical Services.

Please send your feedback through the CRB letter system as a "GCR" item, at www.crbscca.com.

RESUMES

1. #15981 (Jared Lendrum) Touring Board Position

Jared Landrum has been added to the Touring Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2015
NUMBER: TB 15-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/1/2015 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

P1

1. #16315 (jim devenport) Bodywork clarification
In section 9.1.8.C.B.4., add the following language to clarify the eligibility of Group CN cars:

b. Article 3.7.4 Flat bottom: FIA CN cars running in SCCA category P1 are not required to meet the flat bottom rule as written in Article 3.7.4, but instead may be constructed to comply with the following rule adopted by the FIA-sanctioned V de V series: Rearward of the vertical plane tangent to the rear of the front tires and up to the vertical plane tangent to the front of the rear tires, the bottom part of the car must be fitted with a solid, flat, hard, impervious, rigid and continuous surface (<>).

c. Article 3.7.6 Rear wing: FIA CN cars running in SCCA category P1 are not required to meet the wing width rule as written in Article 3.7.6, but instead may be constructed to comply with the following rule adopted by the FIA-sanctioned V de V series: Viewed from the side, the rear wing (main wing and end plates) must be contained within a parallelogram of 150 mm vertically by 400 mm horizontally and must not have a width greater than 2000 mm.

P2

1. #16728 (Stan Clayton) Delete (05-07) Honda motorcycle engine restriction for P2
In P2 Engine Table, 4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha Honda (04-07), change the spec line as follows:

4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha Honda (~~04-07~~)

GCR

None.

Grand Touring

GT1

1. #15069 (Lemb Motorsport Michael Lemb) FIA Ford GT GT3 car classified in SCCA Club Racing
In GT1-ST, classify the Ford GT GT3 as follows: (see attachment)

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>FIA GT3-016 FORD GT</i>	<i>All</i>	<i>2DR</i>	<i>RWD</i>	<i>106.7"</i>	<i>Must have copy of the FORD GT FIA GT3-016 homologation paperwork & rules that matches the year of the car being raced in their possession.</i>

GT2

1. #16795 (John Schertzer) Alternate supplier of carbon fiber noses
In GT2/ST, Chevrolet Corvette, add to the notes as follows: "*Black Dog W/C carbon fiber nose for Corvettes part#BDWC-FSFCX-CKP-P. Must be an exact OEM duplicate part.*"

Improved Touring

ITA

1. #16895 (John Glowaski) Rear Brake Rotor Size on '95-'99 Chrysler Neons
In ITA, Chrysler Neon SOHC (2&4 door) (incl. ACR) (95-99) and Chrysler Neon DOHC (2&4 door) (incl. ACR) (95-99), change the brakes sizes as follows:
(R) ~~257 x 9~~ *270 x 9*

ITS

1. #16268 (matthew miller) Classify Saturn Sky 2.4 I in ITS
In ITS, Pontiac Solstice (06-07), classify the Saturn Sky as follows:
Pontiac Solstice / *Saturn Sky* (06-07 *09*)

Production

1. #16774 (Phillip Pierce) Wheel size
In section 9.1.5.E.8.c, add the word "max" as follows:
"Cars using 13" wheels may run ~~43~~× 8 *inch wide (max)* wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run ~~45~~× 10 *inch wide (max)* wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, non-belted tire."

Spec Miata

1. #16753 (Ralph Provitz) SM Valve seals
In Section 9.1.7.h.1, clarify as follows:
"OEM valves must be as supplied by Mazda. Valve location or angle must not be moved. Reshaping of the valves is strictly prohibited. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OEM parts. Valve stem installed height must be per the Mazda factory service manual: Valve stem seals must be Mazda OEM *or equivalent*. Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below."

Super Touring

ST

1. #16938 (Club Racing Board) Removal of NACA
Remove "NACA" from 9.1.4.F.7 and 9.1.4.F.10:

7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a ~~NACA~~-duct for driver cooling. If used, the ~~NACA~~-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the ~~NACA~~-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted ~~NACA~~ duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. ~~NACA~~-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.

NOTE: Letter #16858, Minutes, has an additional recommended wording change for 9.1.4.F.7, which the CRB recommends for 2016.

STL

1. #16843 (Greg Amy) E&O STL Table B
In STL Table A, Acura/Honda B18C, B18C5, B18C6 and C18C7, change the spec line as follows:

Acura/Honda B18C (*JDM Type R*), B18C5 (*USDM Type R*), B18C6 (*UK and Euro Type R*), B18C7 (*Australia Type R*)
Any porting and or polishing of intake and or exhaust ports outside of the GCR 9.1.4.2.B.3, 1" port matching allowance, factory or otherwise, is prohibited. Must meet all *other* STL ~~other~~ specifications.

Touring

T2-T4

1. #16847 (Dean Bailey) Errors--Letter 16698
Effective 1/1/16: In T4, Chevrolet Camaro V-6 (96-02) and Pontiac Firebird V-6 (96-02), add the 3.23 final drive ratio.

T3

1. #16442 (Jim Leithauser) Additional Requests T3 BMW Z4 3.0si
In T3, BMW Z4 3.0si Coupe (07-08), change the notes as follows:
"~~May use H&R springs: front RF160090, rear RF160100; Rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm. Max spring rate F: 600lbs, R: 650lbs.~~"

2. #16803 (James Leithauser) 350Z in T3

In T3, change the weights as follows:

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)

HR Motor: ~~3400~~ 3500

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec

HR Motor: ~~3450~~ 3500

Nissan 370Z (09-13) / 370Z NISMO Edition (09-11)

Weight: ~~3400~~ 3475

Ford Mustang V6 (11-14)

Weight: ~~3400~~ 3475

T4

1. #16823 (Lee Niffenegger) Slow the Mazda MX5 SIGNIFICANTLY

In T4, Mazda MX-5 / Club Model (06-14), change the notes as follows:

"The following items must remain stock unless permitted below: original wheels (06-14 factory wheels are allowed), and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. ~~MX-5 cup handling package permitted~~ Suspension package permitted with a 100lb. weight increase that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed 2009-2012 Mazda RX8 front hubs allowed."

COURT OF APPEALS

Judgment of the Court of Appeals

Gezon et al. (for Sears) vs. RoadRally Disciplinary Committee

COA Ref. No. 2015-02-RRB

April 30, 2015

FACTS IN BRIEF

On March 2, 2015, a RoadRally Disciplinary Committee, Clarence Westburg, Jeanne English, and Rich Bireta, Chairman, met to consider allegations of unsportsmanlike conduct against John Sears. These allegations concerned four sanction applications for Regional rallies held in February 2015 and alleged a violation of Article 2.E *Safety Precheck* of the Road Rally Rules (RRR).

The RoadRally Disciplinary Committee found Mr. Sears guilty of unsportsmanlike conduct under RRR Article 15 *Conduct*. The committee assigned the following penalties:

1. Censure for conduct detrimental to the sport of road rallying;
2. Suspension from the SCCA RoadRally program until January 1, 2016; and,
3. Loss of his RoadRally Safety Steward license until January 1, 2017, with the following conditions: prior approval by the RRB; and, successful completion of the SCCA Road Rally Steward training course.

The RoadRally Disciplinary Committee notified Mr. Sears of its decision on March 4 and of his right to appeal. On March 14, four members, led by Bruce Gezon, appealed on Mr. Sears' behalf. The Road Rally Board (RRB) requested the SCCA Club Racing Court of Appeals (COA) hear the appeal.

DATES OF THE COURT

The COA, Spencer Gorham, Laurie Sheppard, and Michael West, Chairman, met on March 26, April 2, April 16, and April 30, 2015 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Bruce Gezon (on behalf of Mr. Sears), March 23, 2015
2. RoadRally Disciplinary Committee minutes, March 23, 2015
3. Notification to Mr. Sears of RoadRally Disciplinary Committee decision, March 23, 2015
4. Seventeen documents from RRB, March 30, 2015
5. SCCA RoadRally Rule Book (RRR), 2015 Edition
6. SCCA RoadRally Rules for Organizers (RFO), Revised July 8, 2014
7. SCCA Regional RoadRally Handbook (RRHB), Updated April 6, 2009

FINDINGS

On December 16, 2014, the Arizona Region submitted four sanction applications for Regional rallies. John Sears signed them as Safety Steward, having done the pre-event inspection. John Getchell signed them for the RE and listed himself as Rallymaster. On January 6, 2015, three members of the RRB (Clarence Westburg, Jeanne English, and Rich Bireta) exchanged emails discussing the matter. The RRB discussed the matter again, including possible penalties, in an Executive Session conference call on January 12, 2015.

On January 15, 2015 the RRB notified Mr. Sears that they had charged him with unsportsmanlike conduct. The RRB alleged that he had submitted incorrect information with the intention of circumventing RRR Article 2.E. In late February, the RRB established a RoadRally Disciplinary Committee to hear and rule on the charges. The COA notes that the RoadRally Disciplinary Committee members were the same three RRB members who emailed each other on January 6, 2015.

Article 2.E requires that sanctioned rallies must have "a safety precheck performed by a qualified RoadRally Safety Steward." Article 2.E does not specify any due date for the precheck nor state any other requirements.

The COA notes that the sanction application form states that the Safety Steward may not be the Rallymaster. However, the RRR, RFO, and RRHB do not prohibit plurality of duties. Further, RRHB, Item 1, *Officials*, states that in many cases officials may combine duties, with one person acting in several capacities. Although the Disciplinary Committee ruled that Mr. Sears acted as both Rallymaster and Safety Steward, the COA determines the prohibition against plurality of duties on the sanction application is unenforceable.

The evidence in the file established that:

- Mr. Sears was a licensed RoadRally Safety Steward when he performed the pre-check on October 30, 2014.
- Mr. Getchell was a licensed RoadRally Safety Steward when the rallies took place and performed a second safety precheck prior to the events.

The COA fails to see any violation of Article 2.E by either Mr. Sears or Mr. Getchell.

The RoadRally Disciplinary Committee also determined that Messrs. Sears and Getchell falsified the sanction applications with the intent to switch officials later. The RoadRally Disciplinary Committee considered that an unsportsmanlike act, but did not cite any specific RRR, RFO, or RRHB rule prohibiting changes to officials after a sanction is issued.

The RRR do not prohibit substituting qualified officials. RFO, Chapter 1.E simply requires that organizers notify the Rally Department of any additions or substitutions of the Chairperson, Safety Steward, or other key personnel after submitting a sanction.

Messrs. Sears and Getchell stated several times prior to the event that they intended to swap assignments once Mr. Getchell obtained a Safety Steward license. The National Office issued a license to Mr. Getchell on January 13. There is no indication of intent to deceive, which would be unsportsmanlike.

The COA notes that the RFO states that it pertains to national rallies. However, RRR, Article 2.D “encourages” regional organizers to maximize use of the RRR and the RFO. Hence, the COA concludes that reasonable individuals would infer that officials may change duties as long as organizers provide timely notice.

Therefore, the COA does not concur with the RoadRally Disciplinary Committee’s decision that Mr. Sears acted in an unsportsmanlike manner. In addition, after reviewing all material submitted by the RRB, the COA concludes that Mr. Sears did not receive fair and impartial due process in this matter.

DECISION

The SCCA Court of Appeals overturns the RoadRally Disciplinary Committee’s decision in its entirety. Mr. Sears’ RoadRally Safety Steward License shall be restored. His censure and suspension are vacated and shall be removed from his record. The COA finds the appeal well founded and the entire appeal fee shall be returned to the appellants.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | May 5, 2015

The RallyCross Board (RXB) met via conference call on May 5. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam, Lee Hill and Dick Patullo, BOD liaisons, and Brian Harmer from the National office.

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

Committee Reports

RallyCross Safety Committee (Chris Regan): The Committee has not received any incident reports during the past month. Regan is aware of a recent incident and is anticipating the submission of an incident report for the Committee to review.

Rules Committee (Keith Lightfoot): Lightfoot reported continued challenges with the website forum and the resulting reduction in submissions and feedback from the membership. He was successful in posting one proposed rule change that would adjust the speed recommendations for RallyCross. Otherwise the rules change submission timeline is on schedule to continue receiving member comments and submissions through June 15. Lightfoot will also reply to a couple of rules inquiries received from members.

RallySprint Committee: The Committee has had one conference call in which they discussed safety and setup differences between the RallySprint 1 and RallySprint 2 events. Currently there is no official rules package. The 2015 pilot events are being conducted under a standard set of safety rules, with timing and classing differences left to the discretion of the hosting Regions. These first-year events will help determine the direction of an official set of rules for the two levels of RallySprint that both the BOD and Risk Management can approve for 2016 and beyond. A draft set of rules will be started after the first two pilot events are completed.

National Championship Committee (Stephen Hyatt): Hyatt reminded the RXB that the RallyCross National Championship event is just 90 days away and that promotion of the event is important with just half the number of competitors currently registered that attended the event last year. The Committee is continuing to fill various Chief positions, and Brian Harmer is finalizing the hospitality arrangements.

Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards had a conference call on April 23 with eight attending. There were some objections about the early credit card charge for the RallyCross National Championship registration, questions about the distinctions between RallySprint 1 and RallySprint 2, and concerns expressed about a date overlap of a few National Challenge events. The RXB agreed to attempt to negotiate a date change for one of the conflicting National Challenge events.

Old Business

Marketing plan: The marketing plan developed by the RXB in March has been submitted to the BOD for approval at their May meeting. Tere Pulliam reported that it has been attached to her liaison report.

"What is RallyCross" rough cut #4: Another rough-cut version of this promotional video project was recently distributed to the RXB for feedback. Lightfoot reported that additional footage was recently acquired at a RallyCross event and that RXB feedback will be incorporated into the project.

Website update: In response to questions about the new SCCA website, the BOD liaisons to the RXB reported that the website should be ready for a beta test towards the end of May and that the layout should be similar to the Track Night in America website. The RXB eagerly awaits the update in anticipation that usability and stability will return to the RallyCross Forum, which is an important tool in the RallyCross Rules submissions and comments process.

Next meeting: June 2, 2015

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

CLUB RACING

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/>