

BOARD OF DIRECTORS

The SCCA National Board of Directors met at the SCCA National Office on Saturday, December 13 and Sunday, December 14. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and newly elected directors, KJ Christopher and Lee Hill.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Robert Clarke, President of SCCA Pro Racing; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Chief Operations Officer; Colan Arnold, Vice President Member & Region Services; Mindi Pfannenstiel, Senior Director of Accounting; Reece White, Senior Manager of Marketing and Communications; John Bauer, Technical Manager, Club Racing, Chris Blum, Technical Assistant, Deanna Flanagan, Senior Manager of Club Racing and Aimee Thoennes, Executive Assistant. The following guest participated: Jim Wheeler, CRB Chairman. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Patullo.

EXECUTIVE REPORT:

Noble presented the Executive Report with recognition that membership is up, staff is energized and motivated by recent restructuring and club growth programs. Initiatives are in place to support our Regions and current programs as well as the growth initiatives in place and planned for the future.. The Strategic Vision Distilled: Grow recognition of our brand and what it means, grow membership, provide greater value to membership and partners, grow participation in club events, expand the club's offerings to different levels of participation.

The developed Tactical Approach focuses on ways to build SCCA "stickiness" or affinity leading to higher membership retention via improved experience at events and better membership programs. Exploring expertise of our partners and members to create exciting events for new and existing members including youth oriented programs.

Wagner presented an overview of Track Night In America "TNIA" which taps into the motorsports enthusiast culture, getting people out on track in pace laps, instructor led sessions, or advanced lapping, and exposing them to the social elements of the Club but geared for short periods of time (evenings). We are targeting 15-20 tracks nationwide with 5-6 events each and 100 participants each. The Solo model will be used, ie work/run for events. Regions are encouraged to co-participate and National Staff is in communication with Regions with a home track that is being showcased by their strengths as well as participating with the goal of activating new members into our existing programs and overall membership growth.. TNIA is specifically targeting a new market that hasn't been previously serviced by the club. It is not targeted at regular PDX track day participants, as they already know how to get on track. TNIA will have nationwide branding, partnership with sponsors (coupon discounts), membership discounts, and impact reporting for sponsors. BoD and Wagner discussed that the message (new market target) is getting lost on Regions with strong PDX programs and Directors will help with initial contacts and messaging.

Prill presented a new concept coined "TrackFest" to help build new membership and automotive experiences. Track Fest is SCCA marketed and operationally supported mix of events with elements such as TNIA, selected regional race groups, an enduro event and social elements over a 2 day weekend to give our members a single day opportunity to participate and to showcase who we are as a Club to the larger enthusiast market. This would include a Starting Line school for road racing for new participants, lapping for more advanced, and showcase selected regional race groups. Cars would be SCCA and SCCA non-theme, low dollar cars for enduro. Intended to be low pressure but fun way to get on track.

FINANCE REPORT:

Pfannenstiel reported on financial results to date. We are +/- 2-4 percent on revenue and operating expenses compared to budget. Membership and sanction fees are up, sponsorship slightly below budgeted amount. Variances to budget are well understood and all excursions actively being addressed.

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Pfannenstiel submitted a proposal to have a simplified and more transparent approach to sanction fees, and make it such that it allowed small regions to grow, not overly penalize large regions, and not impact the way regions do business (event types vs sanctions). Sanction fees for Regional racing will be assessed based on a flat fee per licensed driver per weekend. Insurance will be the same manner. It is our intention to capture the dippers.

Lewis began the discussion for the proposed 2015 Budget. The previous year's budgets were aimed at investing in programs and growth across the club. The budget proposed for 2015 shows a moderate profit. Proposed increase in bundled Majors fee was discussed and a shift in allocation in the Majors entry fee and insurance. This ended up looking at the components in the Majors assessment to regions and the BoD decided that in the end Tow Fund would be eliminated which allows SCCA to reduce the Majors assessment fee to regions. BoD recognizes that there will be some disappointment in this decision but that in the interest of cost control and the fact that several thousand drivers pay into the Tow Fund and around 170 received payout in 2014, combined with the rotation of the Runoffs around the country, it was time to eliminate the Runoffs Tow Fund. Divisions and regions are reminded that they have the options to create their own tow fund for Runoffs bound participants if they wish.

MOTION: Eliminate the Tow Fund program paid to Runoffs drivers. Kephart/Helman. PASSED 9-4. Against- Lewis, Lindstrand, McCarthy, Pulliam.

MOTION: Approve 2015 budget as presented. Lewis/Kephart. PASSED 12-0-1. Abstain McCarthy

CLUB RACING REPORT:

Ozment presented a 2014 Runoffs Report and Recap. There were 517 total drivers, 191 (37%) first time Runoffs and 313 (61%) West Coast. 419 of the drivers came via the Majors program. 449 total workers over the 7 days. The Runoffs financial summary was presented. Some budget areas higher, some lower than expenses, but overall the event ended up in the black not counting staff resources allocated for Runoffs planning and execution. Lessons learned in first of annual event rotation: in spite of operational issues, it was a successful and safe event, worker numbers were about what was expected and needed, even local region expertise was surprised by some issues encountered. Having Chiefs familiar with Runoffs is more beneficial than having Chiefs familiar with the local region as Runoffs processes greatly differ from Region events.

2015 Runoffs Daytona progress update was presented.

MOTION: To approve the following recommended GCR Changes for BOD approval related to the 2015 US Majors Tour (with one item related to Runoffs eligibility for SRF3 - 3.7.3.A.1.b.3): Harris/Kephart. PASSED Unanimous

3.1.1. U.S. Majors Tour Races

D. Organizing Personnel

1. Director/Head of Club Racing or their designate - oversees all aspects of the U.S. Majors Tour, including the appointment of personnel.

2. Series Chief Steward (moves to the Ops Manual)

a. ~~The Series Chief Stewards (SCS) are appointed by the Director of Club Racing with the advice of the Chairman of the Stewards Program and Area Director/s for that Conference. There is one SCS for each Conference.~~

b.a The Conference SCS works with each Executive Steward and host Region to appoint the balance of the Stewards for each U.S. Majors Tour event.

e.b The SCS works with the event Stewards to conduct the event.

d.c Only the SCS in agreement with the Region's representative may modify the Supplementary Regulations, as permitted in 5.12.2, after the Sanction has been issued; he may act on these matters without filing a Request for Action with the SOM.

e.d Administrative actions taken by the SCS (including modifying the Schedule of Events and race groupings), are non-appealable; actions/penalties imposed by the SCS for driving or compliance are appealable.

3. Series Administrator

a: ~~The Series Administrators (SA) are appointed by the Director of Club Racing. There is one SA for each Conference.~~

b.a. The SA oversees series organization and administration of the U.S. Majors Tour series events for his Conference.

4. Series Chief Technical Inspector (SCTI)

a. ~~The Series Chief Technical Inspectors (SCTI) are appointed by the Director of Club Racing with the advice of the SCS, and the Chairman of the Stewards program. There is one SCTI for each conference.~~

a. The SCTI works with the CCC and event technical staff to provide consistent compliance checking across all the events in his Conference.

F. Classes to be included in U.S. Majors Tour events:

1. ~~Some non-Runoffs-eligible classes may be included in U.S. Majors Tour Championship events to encourage participation, but only if the number of entries for the same event in 2013 was less than 100 cars.~~
2. ~~For 2015 and beyond, no non-Runoffs-eligible classes will be included in U.S. Majors Tour Championship events.~~

3.1.2. Regional Races

All races, except U.S. Majors Tour events, are designated Regional races. The requirements for Regional races are given below and in the referenced appendices. Some Regional races may be designated as Division Championship races.

Regional races are ordinarily open to the following competitors:

- A. Drivers holding *SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses*, and those holding SCCA Novice Permits (AppC.2.7.F)
- B. Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.
- C. SCCA members holding competition licenses issued by SCCA-approved organizations. The event Supplemental Regulations must list the particular organizations and licenses *not eligible for a specific race* or else exclude the entire group *of organizations and licenses* by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in AppC.2.5. *If a driver is currently listed on the SCCA Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.*

The organizations whose licenses are currently approved by SCCA for competition in *Regional* events are listed in AppC.

Please direct any questions about licenses to the Club Racing department in the National Office.

Section 9.1 identifies the classes of cars eligible to compete in *Regional* races.

3.7 CHAMPIONSHIPS

3.7.1. Division Championships

Each Division will conduct an SCCA approved championship program for Runoffs invitations. The program must be submitted for approval by the Vice President of Club Racing to the Head of Club Racing or his designate by July 1st each year. Division Championship rules will be posted on the SCCA website.

3.7.3. SCCA Runoffs

- A. Invitations to the SCCA Runoffs

1. *U.S. Majors Tour Championship Events*

A competitor must meet both participation and performance requirements.

- a. *Participation Requirements*

Participate on track in a minimum of three separate U.S. Major Championship event weekends and have a minimum of three individual race finishes, all in the same class.

- b. *Performance Requirements*

A competitor must meet one of the following:

1. *Finish in the top 10 of a Conference's point standings in class.*

2. *Score points in the top 50% of Nationwide point standings (see c below) for entrants in his class.*

Example: If 100 drivers enter *U.S. Majors Tour* races in the current race season, the top 50, who score any points, will receive an invitation.

3. *Score enough class points in the current year Nationwide Points Standings to have placed in the top 50% in the previous year's National Points Standings for his class. This criteria does not apply to SRF3 participants since there was no 2014 participation.*

Example: If 100 drivers participate in a class in the previous race season, with the 50th place driver having scored 35 points, then any driver who scores 35 points or more in his class in the current race season will receive an invitation.

4. ~~*For 2014 only, score enough points to meet BOD approved eligibility requirements for drivers in Conference of host venue.*~~

- c. *Nationwide Point Standings*

Nationwide Point Standings will be compiled for U.S. Majors Tour participants in each Runoffs-eligible class. The Nationwide Point Standings assigns points on the same schedule as the U.S. Majors Tour. A driver's best seven points races in the same class count in the Nationwide Point Standings, regardless of the Conference in which the points were earned. The National Championship Runoffs will serve as the final tie breaker if needed. 3.7.2.A, 3.7.2.B and 3.7.2.C apply to the Nationwide Points Standings.

[Secretary's Note: The language for 2 e. included here as a result of a motion recognized later in these minutes.]

2. *Division Championship Events*

- e. *In addition to Top 3 (Top 5 SRF/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% of their Divisional championships in the Divisions making up the Majors*

Conference hosting the Runoffs to be eligible for Runoffs invitations if space is available in their class.

Class Compliance Chief:

There was BoD discussion around GCR language to create a Class Compliance Chief position. Class Compliance Chief would in effect be a technical Czar for that class at that particular event. The original proposal to BoD was to create the position for use as needed and to make the decisions non-protetable. Some on BoD felt that the decisions should have right of appeal, thus the BoD voted on 2 motions, original non-protetable, and modified with right of appeal.

MOTION: To approve the following new GCR section to provide the Class Compliance Chief position (*initially for SM, but could be for SRF or any class in the future*): Patullo/Lindstrand. PASSED: 8-5. Against Harris, Langlotz, Zekert, Hanushek, McCarthy.

5.11.4 Class Compliance Chief (CCC)

When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. Decisions made by the CCC regarding compliance are non-protetable.

MOTION: To approve the following new GCR section to provide the Class Compliance Chief position (*initially for SM, but could be for SRF or any class in the future*): Hanushek/Harris. FAILED 6-7. FOR Hanushek, Harris, Langlotz, McCarthy, Zekert, Lindstrand.

5.11.4 Class Compliance Chief (CCC)

When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. Decisions made by the CCC regarding compliance are non-protetable but may be appealed directly to the Court of Appeals.

MOTION: To approve the following Operations Manual Changes for 2015 for Club Racing related to Majors and Compliance Chief positions: Lindstrand/Harris. PASSED Unanimous.

5. Club Racing Administration

(New Sections- all current sections from 5.8 to end of Club Racing Section go up two digits)

5.8 U.S. Majors Tour Personnel

5.8.1 Series Chief Steward

- The Series Chief Stewards (SCS) are appointed by the Head of Club Racing or their designate with the advice of the Chairman of the Stewards Program and Area Director/s representing Regions operating events in that Conference. There is one SCS for each Conference.*

5.8.2 Series Administrator

- The Series Administrators (SA) are appointed by the Head of Club Racing or their designate. There is one SA for each Conference..*

5.8.3 Series Chief Tech Inspector

- The Series Chief Technical Inspectors (SCTI) are appointed by the Head of Club Racing or their designate with the advice of the SCS, and the Chairman of the Stewards program. There is one SCTI for each conference.*

5.9. National Office Appointees

5.9.1 Class Compliance Chief

- The Class Compliance Chief is appointed by the Head of Club Racing or their designate.*

MOTION: To approve the following Time Trial Rules and Operations Manual Changes to reflect the change in TTAC structure, reporting and roles. McCarthy/Langlotz. PASSED Unanimous.

Operations Manual Changes

5.7 Time Trials Administrative Council (TTAC)

Appointment: The ~~Board of Directors~~ **Director of Experiential Programs** shall appoint in December a Chairman and other members to the Time Trials Administrative Council, those selected shall be SCCA members in good standing. There shall be a representative from each division that has an active Time Trials program.

Duties: The Time Trial Administrative Council is responsible for establishing rules, specifications, and standards for scheduling, organization, conduct, and supervision of Time Trials Programs. The TTAC shall work in concert with the Club Racing **Experiential** Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants. ~~Refer to the outline of responsibilities in Appendix G. Time Trial Administrative Council~~

The Time Trials Administrative Council is authorized to:

- Clarify a rule – characterized as adding/subtracting/changing language to reinforce the

intent of the rule without changing the core definition.

- Make Specification changes – this includes weight and air/fuel Management
- Correct errors and omissions
- Implement rule changes for cases where parts are no longer available and such shortage would negatively affect the ability to compete
- Recommend rule changes and car reclassification to the Board of Directors for approval

5.7.1 Divisional Program Manager – Time Trials Program

Appointment: Appointed annually by the Time Trial Administrative Council with input from the ~~Manager of Club Racing~~ **Director of Experiential Programs** and subject to the approval of the Board of Directors. See Time Trials Rule Book for information on selection criteria.

Duties: Manage the Time Trial events in their Division. Assist regions in obtaining appropriate event officials and circuit approvals.

Time Trial Rule Changes: Time Trials Event Organizer Information

SUPPLEMENTARY REGULATIONS: The Supplementary Regulations establish the specific conditions for an event for competitors and officials. A SCCA Time Trial Divisional Program Manager and SCCA ~~Club Racing Manager~~ **Staff Designate** shall approve the Supplementary Regulations prior to a Sanction being issued. They shall contain the following information:

TIME TRIALS OFFICIALS' LICENSING SPECIALTIES and LICENSE LEVELS:

- Time Trial Volunteer
- Time Trial Driving Instructor
- Time Trial Chief Steward
- Time Trial Safety Steward
- Time Trial Tech Inspector (Scrutineer)
- Time Trial Course Inspector

The following participation guidelines are recommended for license upgrades. Submit all upgrades on a Time Trial Official application. Information should include the date, location/event, sanction number, specialty worked and signature, membership number of the specialty Official.

- Apprentice to Official level upgrade for Safety Steward or Course Inspector.
- Completing an SCCA approved safety seminar.
- Successful completion of 4 Time Trial events in any combination.
- Highly recommended 3 of 4 events be Track Trials Level or higher.
- Apprentice to Official level upgrade requirements (except Safety Steward or Course Inspector).
- Successful completion of 3 Time Trial events in any combination.
- Highly recommended 2 of the 3 events be Club Trials (Level 2) or higher.
- Approval for Apprentice to Official upgrades are to be submitted to and approved by the TT Divisional Administrator or TTAC Representative. The application will be forward to Member Services for processing.

TERMINOLOGY: The following nomenclature, definitions, and abbreviations should be used in the TTR, all Supplemental Regulations and Entry Forms, and for general use.

- **TIME TRIALS ADMINISTRATIVE COUNCIL (TTAC)**
The purpose of the Time Trials Administrative Council (TTAC) shall be to oversee the Time Trials Program within the ~~Club Racing~~ **Experiential** department of SCCA. This council shall be made up of representatives from each Division, appointed by the ~~SCCA Board of Directors~~ **Director of Experiential Programs**. The TTAC establishes rules and standards for the organization and conduct of SCCA sanctioned Time Trials events, and the licensing of drivers and officials.
- **TIME TRIALS ADMINISTRATIVE COUNCIL REPRESENTATIVE (S)**
The individuals ~~selected by the Division and approved by the BOD~~ **designated by the Director of Experiential Programs** to represent the Division's interests on the Time Trial Administrative Council and who coordinates with the Time Trial Divisional Program Manager. The TT Divisional Program Manager may also be a TTAC Representative ~~if appointed to do so by the Division~~. If there are two Division TTAC Representatives, one shall be designated as the voting member. The TTAC Representative(s) will review supplementary regulations prior to approval by SCCA. The TTAC Representative(s) has authority to approve Time Trials Officials Licenses and upgrades for TT Driver Licenses. Term of office is three years.
- **TT DIVISIONAL PROGRAM MANAGER**
The individual selected by the Division **and approved by the Director of Experiential Programs** to supervise and administer SCCA policies and standards for designated classes of events and to train SCCA Stewards within each Division and who coordinates with the TTAC Representative(s). The TT Divisional Program Manager has authority

- to approve Time Trials Officials Licenses and upgrades for TT Driver Licenses. Term of office is three years.
- **TIME TRIALS SAFETY COUNCILS**
The purpose of the Time Trials Safety Council (TTSC) shall be to advise the Time Trials Administrative Council (TTAC) on matters of safety. This council shall be made up of representatives from Divisions which have active Time Trials programs by the TT Safety Steward of the Division.
- **TT SAFETY STEWARD OF THE DIVISION**
The individual selected by the Division to supervise events to insure adherence to all SCCA safety rules and guidelines, to train SCCA TT Safety Stewards within each Division and coordinates with the TT Divisional Program Manager and TTAC Representative(s). Term of office is three years.

Top 50% Divisional Qualifiers - Background and Rationale:

For 2014 Runoffs at MRLS BoD signed off on the following Top 50% qualification path:

In addition for 2014 only, the SCCA Board of Directors will allow drivers in the top 50% of their class in the Majors Western Conference (Northern Pacific and Southern Pacific) to be eligible for 2014 Runoffs invitations if space is available.

Per VP Club Racing Terry Ozment there were 19 drivers that took advantage of the above 50% rule to attend the 2014 Runoffs at MRLS. No issues were created by this.

The proposed motion changes the one-time rule for 2014 into a general allowance going forward to future years (unless changed by specific future BoD action) to be more inclusive while still maintaining some standards of performance wrt Divisional qualification. It is specific to the Majors Conference (one or more Divisions) "hosting" the Runoffs, and not general nation-wide by design to encourage participation in the Regional (Divisional) events of the respective Divisions in the Majors Conference where the Runoffs are being held that year. Divisions in the Runoffs "hosting" Conference are encouraged to be inclusive and coordinate inter-Divisional championship plans.

MOTION: In addition to Top 3 (Top 5 SRF/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% of their Divisional championships in the Division hosting the Runoffs to be eligible for Runoffs invitations if space is available in their class. Langlotz/Butler. PASSED 7-6 Against Harris, Lewis, Lindstrand, Hanushek, McCarthy, Patullo.

Divisional Path to Runoffs - Participation Requirements

Rationale: This request will bring the 3 weekend participation requirement for Runoffs via the Divisional path in line with the 3 weekend participation required via the Majors path.

MOTION: Change GCR 3.7.3.A.2.a from "four" weekends to "three" weekends. The section would then read: "Participation Requirement: A competitor must participate on track in a minimum of three Division Championship points weekends." Zekert/Langlotz. FAILED. 3-10. FOR Harris, Langlotz, Zekert.

Chairman Walsh established a working group to study our current medical standards and review process with an expectation the group would report back with recommendations or guidance to the board of directors that would help in their mission to provide clarity to members. The new process allows for the elimination of SCCA review by allowing one's personal physician make the determination for fitness of medical qualification.

MOTION: To approve Operations Manual and GCR changes related to new Medical Process as presented. Patullo/Zekert. PASSED Unanimous.

Operations Manual

5. Club Racing Administration

5.1 Basic Policies

The SCCA has established rules for, and scheduled a program of, two types of road racing programs: Club Racing and Time Trials. These rules and regulations reflect the basic road racing policies of the Club, as adopted by the Board of Directors to satisfy the needs and pleasures of its members.

Club Racing events are speed events with wheel-to-wheel competition on a closed circuit. All SCCA Club Racing events are governed by the SCCA Club Racing General Competition Rules (GCR) and must be

sanctioned by the SCCA.

Time Trial events can be speed events such as hill climbs, club trials and track trials, or non-speed events such as performance driving. All SCCA Time Trial events are governed by the SCCA Time Trials Rules (TTR) and must be sanctioned by the SCCA.

Please refer to the current edition of the SCCA Club Racing General Competition Rules, Time Trials Rules, Insurance Handbook, and FasTrack for further details.

The Club Racing National Staff may appoint Specialty Advisors to assist in projects like (but not limited to) the creation of specialty training materials and training, assistance in determining and communicating information on technology upgrades and issues, specialty specific convention seminars, personnel recommendations, worker approval for international event participation and GCR changes. The term of these appointments will be specified and communicated to the membership.

~~A Medical Director will be appointed each year to facilitate medical fitness decisions with our Medical Review Board.~~

5.4.5 Divisional Administrators

Appointment: Selected annually by the Executive Steward in each Division, subject to the approval of the Area Director(s) within the Division. A Divisional Administrator shall be appointed for each of the specialties listed below:

Driver Licensing
Chief Driving Instructor
Emergency Services
Flagging and Communications
Grid and Pits
Medical Administration
Race Administration
Registration

~~5.5 Club Racing Medical Review Board~~

~~Appointment: Selected annually by the Club Racing Medical Advisor subject to approval from the Board of Directors to normally serve for 1-3 years. It is recommended that the appointees be medical specialists and current or past drivers.~~

~~Duties: At the direction of the Club Racing Medical Advisor, to review driver and volunteer medical situations and render a decision on fitness to participate in SCCA Club Racing events.~~

2. Val D. Scroggie Memorial Award

FIRST PRESENTED 1962-36- **2014**

NOMINATIONS: Submitted by SCCA members to the Divisional Medical Directors by November 1-
Submitted by Executive Stewards and Regional Executives

APPROVED BY: The Medical Advisor by December 1. **Chairman of the Stewards**

PRESENTED TO: An SCCA race physician who has made the greatest contribution to the sport.

Appendix B (Organization Chart) – remove “Club Racing Medical Review Board Advisor” from chart

GCR Changes

2.3.1. Alcoholic Beverages, Narcotics, and Dangerous Drugs

2.3.2. Medical Fitness

Each participant is encouraged to have someone at the track maintain his medical information in case it may be needed by a medical treatment team.

A. Medical Fitness of a Driver

~~1. Reporting Responsibility of Driver~~

~~The primary responsibility for reporting any circumstance, including medical conditions, that could affect fitness to compete lies with the driver.~~

2. Medical Responsibility of Driver

~~No driver shall compete in any event unless he has been examined by a physician within the period specified in AppC.2.1.A., and has been recommended by that physician to be approved~~

for a competition license. The SCCA Licensing Department approves competition licenses with the assistance of the Club Racing Medical Director and the Medical Review Board.

3. Medical Condition Affecting Fitness of Driver

Any known medical condition that could affect medical fitness to compete must be reported immediately to the SCCA Licensing Department for review by the Medical Review Board. Conditions which must be reported include any significant change in medical status involving pregnancy; cardiac or neurological problems, such as heart attack, heart surgery, strokes, or seizures; any major surgery; or diagnosis of cancer.

Medical Review Board approval is required before an individual with a known medical condition may compete.

A. Medical Fitness of Driver

1. Responsibility of a Driver

The driver and the driver's physician are responsible for determining if the driver is medically fit for participation. The required medical examination form is a tool and guide for the physician in deciding an applicant's fitness to participate.

2. Required Medical Examination

No driver shall participate in any event unless he has been examined by a physician within the period specified in App C.2.1.A., and has been approved by that physician for a competition license.

3. Changes in Medical Condition

When a driver experiences a change in their medical condition that could affect their fitness to participate they must:

1. Notify the national office of the change in medical status.
1. Discontinue participation until examined and approved by their physician.
3. Submit a new completed and approved-for-competition medical form.

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

D. Loss of Consciousness

A participant who suffers loss of consciousness, defined as lack of response to others or amnesia for the incident, shall be medically evaluated before participating further in the current event or in future events, and must be cleared either by the attending physician

at the treating facility and the event Chief Medical Official, if there is one, or the Division Medical Advisor, or the Medical Advisory Board, depending on the outcome of the evaluation. The protocol for evaluation is available from the event Safety Steward and the National Office.

8.4.2 Right to Appeal Medical Decisions

Any member in good standing may appeal a medical decision related to the assessment of their fitness to participate in SCCA events. A request to appeal a medical decision should be sent to SCCA Member Services for forwarding to the Medical Review Board for consideration. There is no fee for a Medical Appeal.

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Appendix C.

2.1. Medical Requirements

A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form or a NASA approved medical form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 15-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 36 months before the Competition License or Permit application date. A new Form is not required for a 15 year-old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.

B. An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chairman, by the Medical Advisory Board.

~~D. Many medical conditions affect a competitor's fitness. Certain conditions will be automatically reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether a competitor should be issued a license. Specific medical conditions that preclude issuing a license are varied and change with improving medical treatments. The medical reasons for denying a license will be explained to the applicant. Actions of the Medical Review Board are final and are not subject to protest.~~

Staff presented a proposal to remove GCR Section 2.2 Coverage and Limits and 2.3 Increased Limits. The insurance program is not governed by the GCR and requirements related to coverage and limits are mandated by the policy. Policy information including limits is posted in the Participant Accident Coverage Summary and General Liability Coverage Summary for each calendar year.

MOTION: To approve removal of GCR section 2.2 Coverage and Limits and 2.3 Increased Limits for Licensed SCCA Members. Helman/Kephart. PASSED Unanimous.

2. INSURANCE COVERAGES AND LIMITS

2.1. Insurance Requirements

All SCCA sanctioned events must be insured for Event Liability and Participant Accident insurance coverage. General Liability and Participant Accident coverage must be provided by the SCCA Event Insurance Plan. The Series Chief Steward or Chief Steward must delay an event until he is satisfied that the required insurance is in place.

~~2.2 Coverage and Limits~~

~~The minimum coverage and limits for competitive events are:~~

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~~A. Event Liability Coverage~~

~~Bodily Injury and Property Damage Liability; Contractual Liability (written and oral); Personal Injury/Advertising Liability; Host Liquor Liability; Participant Legal Liability (including participant to participant liability); Official Vehicle and Personal Property Damage; Pollution, Sudden and Accidental; Medical Malpractice liability.~~

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~~The policy shall designate as additional insureds, among others: The Sports Car Club of America, Inc., SCCA Pro Racing, Ltd., regions chartered by the Sports Car Club of America, Inc., and their respective officers, members, officials, car owners, drivers, pit crews, entrants, their successors and assigns, sponsors, advertisers, and land owners while involved in and acting in their capacity during the presentation or conduct of an event. Additional names may be required. An updated list will be available from the SCCA Risk Management Department.~~

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~~Minimum Limits:~~

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~~General Liability (including participant legal liability) - \$5,000,000 per occurrence - CSL (general aggregate applies per event)~~

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~~Directors, Officers, and Stewards Errors and Omissions Liability - \$100,000~~

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~~Medical Malpractice Liability (excess coverage) - \$5,000,000~~

-

~~Official Vehicle and Personal Property Damage - \$50,000, \$500 deductible~~

-

~~B. Participant Accident Coverage - SCCA Event Insurance Plan is required:~~

-

~~Accidental Death - \$25,000~~

-

~~Blanket Medical Reimbursement - \$50,000~~

-

~~Disability Income—\$100 per week for the first 104 weeks after a seven (7) day waiting period~~

-

~~Accidental Dismemberment—Up to \$10,000 according to schedule~~

-

~~All Participants are covered by Participant Accident Insurance:~~

-

~~2.3 Increased Limits For Licensed SCCA Members~~

-

~~\$1,000,000 medical expense reimbursement benefits are provided to SCCA members properly credentialed for an event.~~

ROADRALLY RULES PACKAGE

The following is a summary of requested changes for RoadRally submitted to BoD for approval effective 1/1/15 unless otherwise specified.

MOTION: To approve RoadRally Rules as presented. Pulliam/Hanushek. PASSED Unanimous

ARTICLE 1 OFFICIALS

C) Delegation of Powers

4) A **RoadRally** National Events Committee (NEC) may be appointed by the RRB for the purpose of coordinating and administering the SCCA **RoadRally** National program. Refer to www.scca.com for current members of the National Events Committee (NEC).

5) The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required.

ARTICLE 8 ANNUAL RoadRally CHAMPIONSHIP

B) National Champions

1) Championship points and awards shall be made to SCCA members competing in SCCA RoadRally Championship Tour, Course, and GTA events. The competition year begins on January 1st and ends on December 31st.

- 3) The SCCA shall recognize National **RoadRally** Champions as follows:

A. Course

- 1) Class E (Equipped)
- 2) Class L (Limited)
- 3) Class S (Stock)
- 4) Class SP* (Sportsman)

B. Tour

- 1) Class E (Equipped)
- 2) Class L (Limited)
- 3) Class S (Stock)
- 4) Class SP* (Sportsman)

C. GTA

- 1) Class EX (Experienced)
- 2) Class SP* (Sportsman)

- *Any contestant who has accrued 25 or more TSD lifetime points prior to the 1st event of the championship year is ineligible to compete in any TSD Sportsman class. Any contestant who has accrued 25 or more GTA lifetime points prior to the 1st event of the championship year is ineligible to compete in the GTA Sportsman class. Any contestant who has won two championships in the same Sportsman class (Course, Tour, or GTA) is ineligible to compete in that Sportsman class.

- 4) ~~Champions in each Class shall be determined by the accumulation of points earned in SCCA RoadRally championship events up to a maximum of 100 points. Regional rallies may account for a maximum of 70 of these points in each series with points assigned per Article 8.C) defined as one equivalent. National rallies shall count double the points assigned in Article 8.C) defined as two equivalents. Contestants may count the best 10 of the first 14 equivalents entered. At least 2 of those equivalents must be from one National rally~~

- 4) Champions in each Class shall be determined by the accumulation of points earned in SCCA **RoadRally** championship events. Points shall be assigned per Article 8.C), defined as one equivalent. Points earned on a National event shall be double the points assigned in Article 8.C), defined as two equivalents. Points earned on a USRRC event shall be triple the points assigned in Article 8.C), defined as three equivalents. Contestants may count the best 10 of the first 14 equivalents entered in each series, with at least 2 of those equivalents coming from a National

event. Contestants may accrue maximum of 100 points in each series..Regional events may account for a maximum of 70 of those points in each series, in addition to any worker's points earned.

- 5) If for any reason, an entrant does not wish to have points from an event count toward the Championship, they must notify the SCCA Rally/Solo Department and the Official Points Keeper by email no later than 48 hrs. prior to the opening of registration. Lacking such notification, entrants will be deemed competitors for points in any event started, in accordance with this Article. Notification may not be revoked. Conditional non- declarations are not allowed.

D) Championship Awards Championship Series awards shall be presented to the top 10% of those competing that year in each category. In the event of ties for the last award, the number of awards shall be increased to include those tied. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie.The next position(s) shall not be vacated.

F) Points Records RoadRally National Championship points standings shall be administered and maintained by the Official Points Keeper. For a national event it shall be the duty of the chairman of the rally committee to send to the Rally Department and Official Points Keeper, via postal or e-mail, the final official results, the list of workers to receive worker points, and a complete entry list with addresses of participants, membership status, and make of vehicle. If these items are not sent within 15-days of the event (based upon the postmark or timestamp) the organizers are subject to a fine of \$50.00. For a regional event the organizers, their region, or any event competitor may report results to the Official Points Keeper. SCCA official result forms need not be used, but the results must clearly state the classes of competition, the full names and the SCCA membership status of all competitors, and the car manufacturer for each entry, as well as the list of workers to receive worker points. If event results are not received within 45 days of the event, or Dec. 31 (whichever occurs first) ~~or the day before the USRRG (which ever occurs first)~~; the event shall not count toward the SCCA RoadRally National Championship Series.

ARTICLE 10 ENTRY REQUIREMENTS

A) Entry Form

- 2) The following statement must appear on the entry form and be signed by the driver: "The entrant warrants that an auto insurance policy ~~liability limits of not less than \$20,000/\$40,000/\$10,000 is in force for each vehicle entered~~" in conformity with Article 14. C,

ARTICLE 11 CHAMPIONSHIP CLASSES

A) For the purpose of NTR and NCR competition, organizers shall provide for the classification of contestants into four classes, known as Class E (Equipped), Class L (Limited), Class S (Stock) and Class SP (Sportsman).

~~D) Class SP Distance measuring equipment is limited to stock odometer(s) in the stock location(s) and/or GPS device(s). Computation equipment must not receive a direct input from any distance measuring device. Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment (if any). No limit is placed on the equipment permissible for use~~

ARTICLE 14 INSURANCE

C) Competitor Insurance Requirement Each owner/entrant must have a valid auto insurance policy covering the entered vehicle(s) with minimum liability limits ~~of not less than \$20,000/\$40,000/\$10,000. In states where insurance cards are required, a valid card with acceptable limits must be provided at registration. In states where such cards are not required, the organizing committee may require policy declarations. In all cases, entrants must warrant that their coverage meets required limits, and that the policy is in force on the date of the event of the state in which the vehicle is registered, and that the policy is in force on the date(s) of the event.~~

RALLYCROSS RULES PACKAGE

MOTION: To approve RallyCross rules as presented effective 1/1/15 unless otherwise specified. Pulliam/Lindstrand.
PASSED Unanimous.

1. ***Allow tire pressure monitoring systems to be disabled in Stock classes.***

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

19. Tire pressure monitoring systems (TPMS) may be disabled. Altering the signal to the TPMS is permitted.

2. ***Allow the addition of a rear trailer hitch in Stock classes.***

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

20. Vehicles may add one rear trailer hitch/receiver that may serve no other purpose. Factory tie downs and cosmetic pieces may be modified or removed only to the extent necessary to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

3. ***Allow removal or modification of non-metallic fender well liners and underbody shields in Prepared classes.***

6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

24. Non-metallic fender/wheel well liners may be modified or removed. Ground-facing non-metallic shields beneath the engine compartment may be modified or removed, provided they are forward of the passenger compartment and not integrally molded to the front bumper or valance.

4. ***Allow replacement of airbag-equipped OEM steering wheels in Prepared classes.***

6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

23. For vehicles not originally equipped with steering wheel airbags, alternate steering wheels and their attachment mechanisms are allowed.

6. **Require functioning driver & passenger doors in Modified classes.**

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

3.d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed, however, the driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality as to allow safe ingress/egress. Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.

7. **Prohibit removal of rear glass from convertible hardtops in Modified classes.**

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

3.e. Side and rear windows may be removed or replaced with Lexan or equivalent, however, removal of the rear window from a convertible hardtop is prohibited. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.

8. **Update vehicle classification requirements for local classes.**

6.2 VEHICLE CLASSIFICATION

A. All vehicle classifications as listed in Article 6 must be offered to entrants at all RallyCross events to allow scoring for National awards. However, Organizers of Regional or Divisional events may also offer and score local add or combine classes as they deem necessary to meet local demand. Event organizers realize that a dual-scoring system must be used to score events both for local points and for Divisional and National championships (when applicable). Local classes to be run must be listed on the sanction application. (Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)

ARTICLE 4 MANDATORY PROVISIONS (Mandatory for all SCCA sanctioned RallyCross events.)

4.1 Articles 1 (all), 2 (all), and 3 (all), 4 (all), 5 (all except 5.2.E) 6.1, 6.2A and B, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

9. **Add the requirement that Divisional Stewards must also be Safety Stewards.**

3.1 DIVISIONAL RALLYCROSS STEWARDS

One RallyCross Steward per Division is appointed by the RXB, subject to the approval of the BOD. The RallyCross Stewards are responsible to the RXB for developing, supervising, and administering a program of RallyCross events in their respective Divisions in accordance with the rules, standards, and procedures established for RallyCross programs. The Divisional RallyCross Steward must be a current SCCA member and must be a Safety Steward or complete the Safety Steward program within 90 days of appointment.

10. Reduce the minimum age of passengers from 12 to 10 years old.

5.2 EVENT OPERATING RULES

C. One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than ~~twelve (12)~~ **ten (10)** years of age and meet all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the DOT/Snell requirements for competition use as recognized by the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3.H.).

11. Update and add course design specifications.

5.3 COURSE SAFETY AND LAYOUTS

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other "markers." The base of each marker may be outlined **or marked with landscape flags** to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn. Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, hay bales or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn. Vehicles on the course simultaneously shall not run in close proximity to each other. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is **not** possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

12. Further clarify the definition of eligible vehicles.

6.1 ELIGIBLE VEHICLES

A RallyCross event is open to any fixed-roof, **four-wheeled, mass-produced** ~~production-based~~ **passenger** vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded. **The following types of vehicles are currently not eligible to compete: ATVs, UTVs, side-by-sides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars and tube-frame vehicles.**

13. Clarify that alternate tires sizes are allowed in Stock classes.

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

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 at National events unless ice or snow is present; Regional and Divisional events may allow studded tires any time. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. **Alternate tire sizes are allowed but** tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc). **Inner tubes are considered an integral part of the tire.**

MOTION: Approve Item 5 Hybrid and Electric cars as presented. Pulliam/Lindstrand. PASSED 11-1-2. Against Zekert. Abstain Harris, Hanushek.

5. Allow hybrid and electric vehicles in Modified classes.

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

5. Any engine may be used but must be internal combustion. **Production-based hybrid vehicles (e.g. Toyota Prius) and production-based electric vehicles (e.g. Nissan Leaf) are allowed, but electric power plant components and wiring shall not be altered or modified.**

MOTION: Approve Chris Regan to the RallyCross Board. Pulliam/McCarthy. PASSED Unanimous.

OPERATIONS MANUAL

Discussion of Operations Manual items that needed to be updated.

MOTION: Revise **Part B Section 2.2.4 - Voting** - to read "Voting or balloting on any matter of SCCA policy may be conducted in person, by phone or by remote conference at regular or special meetings of the Board of Directors. When decisions by the Board are necessary between meetings, voting may be conducted by, telephone, remote conference or other means." Walsh/Langlotz. PASSED Unanimous

The official policy for Membership (Operations manual section 1.4) is to charge one year of dues for each year missed. For example if a member has a five year lapse of membership and wants to maintain their original member-since-date, the cost is five year of dues at the current price, or \$325 for an individual member.

While the current policy achieves the goal of encouraging members to renew each year, it is viewed as punitive and a source of dissatisfaction. With approval we propose to adopt a policy that encourages continuous membership and is fair to all. The change we are proposing is \$100 for two to five years of lapsed membership, and \$200 for more than five years of membership.

MOTION: Change Operations Manual, 1.4 from "~~or by payment of one (1) year's current national dues for each full year of non-membership~~" to "or by payment of one year's current national dues for one year lapse, \$100 for two to five years of non-membership, or \$200 for more than five years of non-membership." Helman/Zekert. PASSED Unanimous.

Ops Manual Request for change to SCCA Operations Manual

Section 6.3.1 no longer accurately reflects the current title and responsibility of a Division Solo Official as listed in the SCCA Operations Manual. The following "Motion" is designed to bring the Operations Manual into sync with the National Solo Rules and current practice.

MOTION: Change Section 6.3.1 as below in the SCCA Operations Manual Kephart/Lindstrand. PASSED unanimous.

6.3.1 Solo Development Coordinator

Appointment: Minimum of one per Division selected by the Solo Events Board, subject to approval of the Board of Directors.

Duties: Responsible to the Solo Events Board to serve as a resource to Regions within the Division to assist them with program challenges, including but not limited to growth/expansion, operational matters, site acquisition/maintenance, communications, promotion, and training/educational opportunities. Additional responsibilities are outlined in the current edition of the National Solo Rules.

MOTION: To bestow the title of SCCA Court of Appeals Emerita to Sue Roethel for service over the last decade to the Court of Appeals. Patullo/Kephart. PASSED Unanimous.

EXECUTIVE STEWARD APPOINTMENTS

MOTION: Appoint Executive Steward slate as proposed. Lindstrand/Langlotz. PASSED Unanimous

Central – Kevin Coulter
Great Lakes – Dan Hodge
Midwest – Scott Bowman
Northern Pacific – Ken Jones
Northeast – Kathy Barnes
Rocky Mountain – Phil Shuey
Southeast – Paul Gauzens
Southern Pacific – Barbara Knox
Southwest – Tom Brown

The Board wishes to thank Gloria Dickerson Larson of Rocky Mountain Division and JoAnne Jensen of Central Division for their service as Executive Stewards.

2014 Board adjourned and the 2015 Board was called to order with KJ Christopher, Area 9 and Lee Hill, Area 3 participating.

2015 BoD Officers:

John Walsh elected Chairman
Dan Helman elected Vice Chairman
Todd Butler elected Secretary
Bill Kephart elected Treasurer
Steve Harris 5th member of Executive Committee
KJ Christopher appointed Assistant Treasurer

2015 PROGRAM BOARD APPOINTMENTS

The following appointments were made:

CRB: Jim Wheeler, Chairman, Chris Albin, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi and David Arken

BOARD STATEMENT: The Board extends its appreciation to Jim Drago for his service on the Club Racing Board.

COURT OF APPEALS: Mike West, Chairman, Spencer Gorham, Laurie Sheppard, Rick Mitchell, and John Nesbitt with Sue Roethel, Secretary.

BOARD STATEMENT: The Board extends its appreciation to Tom Hoffman, A.G. Robbins and Jeff Niess for their service to the Court of Appeals.

SEB: Brian Conners, Chairman, Steve Hudson, Mike Simanyi, Richard Holden, Dave Hardy, Mark Andy and Eric Hyman

BOARD STATEMENT: The Board extends its appreciation to Dave Feighner for his service on the Solo Events Board.

Solo Development Coordinators: Chris Robbins, SW; Scott Dobler, SE; Steve Garnjobst, CenDiv; Eric Clements, SoPac; Keith Brown, NorPac; OPEN, NE; Lindsay Wilson, Rocky Mountain; Al Hermans, MiDiv; Raymond Jason, Great Lakes.

BOARD STATEMENT: The Board extends its appreciation to Todd Farris and Tom Berry for their service as a Solo Development Coordinator.

Solo Safety Committee: John Lieberman, SW; Arouch Poonsapaya, CenDiv; Brian Robertson, SoPac; Kathy Barnes, NE; Cal Craner, Rocky Mountain; David Steger, SE & Chairman; Jan Rick, MiDiv.

RRB: Rich Bireta, Chairman; Jeanne English, John Emmons, Bruce Gezon, Clarence Westberg, Charles Hanson, Len Pincton

BOARD STATEMENT: The Board extends its appreciation to Sasha Lanz for his service on the Road Rally Board.

RXB: Chris Regan, Ron Foley, Brent Blakely, Karl Sealander, Keith Lightfoot, Stephen Hyatt, Chairman

BOARD STATEMENT: The Board extends its appreciation to Warren Elliott for his service to the RallyCross Board.

Divisional RX Stewards: Mike Jiang, SW; Z.B. Lorenc, Great Lakes; Dustin Nevenon, CenDiv; Jim Rowland, MiDiv; Paul Eklund, NorPac; Jon Olschewski, Rocky Mountain; Charles Wright, Southeast; Jayson Woodruff, SoPac

BOARD STATEMENT: The Board extends its appreciation to Aaron Miller for his service to the RallyCross program.

BOARD STATEMENT: The Board extends its appreciation to Dr. Jim Butler who served as the Club's Medical Advisor since 2005 and those who served on the Club Racing Medical Review Board.

The Board Meeting Schedule for 2015 is as follows:

- 1) Conf Call Tuesday, January 20 at 8 pm Central
- 2) Charlotte, NC Thursday, February 19 all day
- 3) Conf Call Tuesday, March 31 at 8 pm Central
- 4) Topeka, KS Friday/Saturday May 15-16
- 5) Conf Call Tuesday, July 14 at 8 pm Central
- 6) Topeka, KS Friday/Saturday October 9-10
- 7) Topeka, KS Friday/Saturday December 4-5

The 2015 Board adjourned and the 2014 BoD reconvened.

Lewis addressed the Capital Budget as presented is approved as part of the 2015 budget approval. Items discussed. BoD requesting report out at end of 2015 of capital spends proposed vs actuals at end of year.

Planning Committee Report

Kephart reported five areas of review by the Planning Committee.

- **Sanction and Insurance:** Process simplification desired and Staff is in alignment with this goal.
- **Transparency and Communication:** Improve communications on issues and transparency on decision making.
- **Conflict of Interest:** General discussion that there is a conflict of interest in many cases between subject matter experts, BoD members, staff when making decisions. There is always some degree of conflict. Chairman Walsh was asked to put together a working group to look into aspects of how we can better manage this in the future.
- **Tiered Membership:** Interest in looking at tiered membership options, costs to map to opportunities.
- **Governance:** Exec Committee already exists in the bylaws and can be used in between formal BoD meetings. Also discussed is leveraging liaisons to a greater degree to bring things up to BoD. Planning committee directed to continue investigating.

BOARD STATEMENT: The BoD expresses their thanks to Robin Langlotz and Mike Lewis for their 6 years of service on the BoD.

CLUB RACING RULES

MOTION: Approve CRB rules as presented in briefing book effective 1/1/2015. Butler/Harris. PASSED Unanimous.

These rule changes will become effective 1/1/2015, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

American Sedan

1. #15260 – (December Fastrack – Chris Pedersen) Transmission

Change 9.1.6.D.3.a.1.a: a. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at an **80** 425 lb weight penalty. Any first gear ratio greater than 2.5 is permitted.

2. #15339 – (December Fastrack – American Sedan Committee) Change 9.1.6.B.: **B. INTENT**

Change 9.1.6.B.: **B. INTENT**

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed. Cars need not be eligible for state licensure or registration.

1. The competitiveness of any car in American Sedan shall not be guaranteed.

***Restricted Preparation Cars Only:** Restricted Preparation American Sedan automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide this information upon request from any SCCA official and to provide the electronic device capable of accessing the data for compliance verification. Failure to provide some form of the Factory Shop/Service Manual upon request is adequate for disqualification from any event. In addition, the competitor shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested. VTS are found at crbscca.com. Since every Restricted Preparation American Sedan car may not have a VTS on this website, the competitor may request from the Technical Department at SCCA, a waiver of the VTS requirement, should the SCCA confirm that none is available.*

3. #15341 – (December Fastrack – American Sedan Committee) Addition to Restricted Preparation Engine Repair Specifications

Change 9.1.6.D.1.k.2.e.:e. Engine repair procedures ~~may~~ *shall be* performed utilizing OEM procedure or Factory Service bulletins. *Where Factory Service Manual measurement specifications for engine components may conflict with assembled Factory Service Manual specifications for performance (such as, but not limited to, compression ratio), the performance specifications shall be the measurement used for compliance. The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a.*

4. #15368 – (December Fastrack – American Sedan Committee) OEM Parts

Add 9.1.6.C.6.: *6. All rules referencing OEM parts, unless specified in these rules, must be unmodified OEM*

parts.

5. #15369 – (December Fastrack – American Sedan Committee) Restricted Preparation 9.1.6.D.2.a. Update Change 9.1.6.D.2.a.: a. All *unmodified* OEM induction system components (*such as, but not limited to: air cleaner assembly (less filter element), all hoses connecting the air cleaner assembly to the throttle body, throttle body, and intake manifold*) must be maintained. All air entering the intake tract shall enter through the OEM throttle body.
6. #15410 – (December Fastrack – Jim Wheeler) Allow Brake Duct Fans
Thank you for your request. Add 9.1.6.D.5.a.8: *8. Brake duct fans are permitted for cooling brakes. They shall perform no other function.*

B-Spec

None.

Formula/Sports Racer

ASR

1. #14710 – (December Fastrack – Jim Clark) Request for Shelby Can-Am to Be Added to ASR in GCR
Thank you for your letter. Change 9.1.8.D: D. SHELBY CAN-AM RACER CLASSIFIED IN P1 *and ASR*

FC

1. #15027 – (December Fastrack – Formula/Sports Racing Committee) Clarify the Zetec Header Rule
In section 9.1.1.B.16.i, change the language as follows:
The exhaust system manifold tubing OD must be 1.5 inches (*as measured 1 inch or more from the face of the head*) and the manifold tubes must be a minimum of 24 inches in length and must terminate into a single exhaust pipe through a 4 into 1 collector. The collector angles must be the standard 15 degree bend, (30 degree included angle) with an exit diameter of 2 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4 into 2 into 1 exhaust collectors or reduced diameter venturi sections are prohibited.

SRF3

1. #15415 – (December Fastrack – Todd Butler) Add SRF3 to GCR as Runoffs Eligible Class for 2015

Add to:

9.1.8 SPORTS RACING CATEGORY CLASSES

A Sports Racing (ASR) Regional Class

Prototype 1 (P1)

Prototype 2 (P2)

Spec Racer Ford (SRF)

Spec Racer Ford 3 (SFR3)

Add the following to header and first paragraph of the SRF3 rules package section 9.1.8.C.2.A as follows:

9.1.8.C.2.A SRF3 Definition

It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) become part of SRF3 as one class.

During the 2015-2017 transition the top Divisional finishers earning Runoffs invitations shall be as follows:

- *Top 5 SRF/Top 3 SRF3 for 2015*
- *Top 5 SRF/Top 5 SRF3 for 2016*
- *Top 3 SRF/Top 5 SRF3 for 2017.*

There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs

GCR

1. #14657 – (December Fastrack – Tom Lyttle) Revise Rules for Split Starts
Thank you for your letter. Modifying this rule seeks to grant flexibility to stewards in determining which competition group will start a combined race.

Change 6.5.5 B.: B. The Series Chief Steward or Chief Steward *may* determine the class(es) in each segment.

2. #15439 – (December Fastrack – SCCA Staff) Change/Add Main Hoop Bracing Allowance

In section 9.4.5.C.1 change/add main hoop bracing allowance as follows:

Two (2) seat Sports Racing cars with full width main hoops of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness *or Chromoly 4130 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness.* Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter.

In section 9.4.5.C.2, add the language as follows:

"Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by .080" wall thickness *or Chromoly 4130 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness.* When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same."

Grand Touring

None.

Improved Touring

None.

Production

EP

1. #15190 – (December Fastrack – Larry Svaton) Alt. Transmission, Lotus/ Caterham 7 America and Caterham 7 280 Thank you for your request. In the specification line for the EP Caterham Seven 280, change the weights to 1445, 1481*, and 1517**. Eliminate in the Notes: ~~Stock transmission with helical gears req'd. Gear ratios: 3.65, 1.97, 1.37, 1.00 and .82.~~

In the specification line for the EP Lotus/Caterham 7 America, change the weights for the Zetec: 1460, 1497*, and 1533**. Also for the Zetec SVT: 1560, 1599*, and 1638**. Eliminate in the Notes: ~~Stock transmission with helical gears req'd. Gear ratios: 3.65, 1.97, 1.37, 1.00 and .82.~~

HP

1. #14598 – (December Fastrack – Chip O'Toole) MK1 (85-89) MR2 to HP Thank you for your letter. Move the Toyota MR2 1.6 litre (85-89) currently classed in FP to HP. The only change to the specifications will be weight: *2300, 2358* and 2415**.*

Spec Miata

SM

1. #13377 – (December Fastrack – Ralph Provitz) Car Lifting Support Thank you for your request. Add section 9.1.7.C.3.p.: *p. To facilitate frequent lifting of the vehicle without causing damage, one piece of steel angle iron or square steel tubing may be added under the rocker panel inboard of the factory pinch weld flange on each side of the car. Angle iron and/or square steel tubing dimensions shall not exceed 12" x 1" x 1" x .125 thick. The added support shall be securely fastened to the car and serve no other purpose.*

Super Touring

ST

1. #15017 – (December Fastrack – Rich Walke) Wheel Fans in ST Classes Thank you for your request. Delete 9.1.4.N.6.: ~~6. Wheel fans are not permitted.~~

STL

1. #14853 – (December Fastrack – Sean Williams) Pontiac Solstice/Saturn Sky Change 9.1.4.2.B.:

B. Engines

1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars and engines as follows:

The following vehicles in their entirety are ineligible for STL:

Lotus Elise/Exige
Lotus 2 eleven

The engines from the following cars are ineligible for STL:

(none at this time)

Forced induction is not permitted in STL. *Forced induction engines, 2.0 liters and under, may be approved to remove turbo/super chargers on a case by case basis. Engine must comply with all STL regulations.*

Change 9.1.4.2 Table A

Pontiac Solstice/Saturn Sky (2000) Notes: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank. *LNf Engine Permitted with turbocharger removed.*

2. #15016 – (December Fastrack – Rich Walke) Alternate Rotor Seals and Springs
Thank you for your request.

Change 9.1.4.A.: A. Super Touring Light (STL) is a small-bore “tuner” class for reciprocating piston engines of *with* displacements of 2.0 liters ~~and~~ *or* under, *and rotary engines, 12A, 13B, and Renesis.* STL encompasses a lower level of allowed modifications compared to STU. As with STU, spec lines are not required for STL eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.

Add 9.1.4.2.B.8.: *8. Rotary engines: Alternate rotor seals and springs are permitted.*

Touring

T2-T4

1. #14680 – (December Fastrack – John Bauer) Allow Pedal Modifications for Safety/Comfort

Add 9.1.9.2.D.9.d.7: *7. Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver. Dead pedal/foot rest and heel stop may be added.*

T3

1. #14371 – (December Fastrack – Touring Committee) BMW Rear Lower Control Arms

In T3, BMW M3 (01-06), add to the Notes:

Alternate rear lower control arm part #TSU9940B77 allowed.

In T3, BMW Z4 M Coupe (2007), add to the Notes:

Alternate rear lower control arm part #TSU9940B77 allowed.

2. #14616 – (December Fastrack – Nic Piekarski) Neon SRT4 Front Calipers

In T3, Dodge SRT-4 (03-05), add to Notes:

328mm Max front rotor with 4 piston caliper allowed.

Discussion over #15119 aftermarket rods for L2 Production and #15116 Spec Miata recommendations.

MOTION: Approve CRB rules as presented in BoD addendum with exception of 15116, and 15634 Spec Miata effective 1/1/2015. Butler/Harris. PASSED Unanimous.

American Sedan

None.

B-Spec

None.

Formula/Sports Racer

None.

GCR

None.

Grand Touring

GT2

1. #14335 – (January Fastrack – Scotty B White) Viper Throttle Body

In GT2/ST Dodge Viper, incl Comp. Coupe, ACR-ACR-X, change the spec lines as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ACR-X	8300	3300	(2) 50mm flat plates	<i>Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using (2) 50 mm flat plate restrictors.</i>
	8400	3400	(2) 50mm flat plates	<i>Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using (2) 45mm flat plate restrictors.</i>
	8400 <i>OEM</i>	3520		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

Improved Touring

None.

Production

1. #15119 – (January Fastrack – Ron Leiferman) Alternate Rods for All Level 2 Production Cars

Thank you for your request. Change 9.1.5.E.2.h.2.: 2. ~~Stock connecting rods are required, but can be lightened and balanced.~~ *Alternate ferrous connecting rods, of the same crank pin center to piston pin center dimension and crank pin and piston pin bore dimensions as stock, are permitted.*

After extended review and discussion, the CRB has determined that, based on a comparison of the current prices for race quality aftermarket connecting rods and the cost of preparing stock rods and periodically reconditioning them, this change will decrease the costs related to Production car racing. This is to the advantage of all competitors. Additionally, the added reliability of race quality aftermarket rods is a material advantage to Production car racers. The CRB understands that this change may allow some cars to be more competitive. It is not possible to judge this in advance and make adjustments now. The CRB is committed to monitoring the results of competition to make appropriate adjustments to particular cars if needed in the future. The results of member input on this question (considering both the initial group of letters and letters received as a consequence of the request for member input, but without counting multiple letters from the same writer) are 67 letters. 50 in favor of aftermarket rods for all cars, 4 for aftermarket rods only for certain cars, and 13 opposing aftermarket rods. Thus the votes for aftermarket rod in all or some cases exceeded 80%.

Super Touring

STL

1. #15206 – (January Fastrack – Club Racing Board) Rotor Size

Change 9.1.4.2.E.2.: 2. Rotors - Any 1- or 2-piece ferrous rotors that do not exceed ~~290mm~~ *300mm* in diameter and 28mm in thickness are permitted.

Touring

T1

1. #13510 – (January Fastrack – Amir Haleem) Change Specification Line for Mazda RX7 20B

In T1, Mazda RX-7 20B, add the engine notes as follows: *20b peripheral port allowed at 2850. Turbo chargers are not allowed.*

2. #14333 – (January Fastrack – Scotty B White) Viper Throttle Body

Thank you for your request. Modify the specification lines for the T1 Viper, as noted below.

T1	Min. Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Dodge Viper RT-10/ RT-10 ACR & GT-S/ GT-S ACR (96-02)	7990	3400	50mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
Dodge Viper SRT-10 Incl. Coupe (03-06)	8000	3500	46mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
Dodge Viper SRT-10 Incl. Coupe (08-10) Comp Coupe	8300	3500	(2) 35 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2, 33 mm flat plate restrictors.
Dodge Viper ACR (08-10)	8300 OEM	3550	(2) 45mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2, 40mm flat plate restrictors.
	8400	3650	(2) 33 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using 2 33mm flat plate restrictors.
	8400 OEM	3550	(2) 40mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using 2 40mm flat plate restrictors.
Dodge Viper ACR-X	8400 OEM	3700	(2) 60mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock ACRx 8.4 engine, engine controller; valve train, and intake system must meet ACRx stock shop manual specifications.

3. #15383 – (January Fastrack – MARC Hoover) T1 MIATA SPEC LINE

In T1, Mazda MX-5 Miata MazdaSpeed, change the specification line and in T1, classify the Mazda MX-5 as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Mazda MX-5 Miata MazdaSpeed	2300 2000 1800	2400 2400 2400	38 37 mm TIR 38 mm TIR 39 mm TIR	Garrett GT3076 and GT2554 turbo allowed.	Carbon composite OEM style hardtop allowed.
Mazda MX-5 (06-13)	2300 2000 1800	2400 2400 2400	37 mm TIR 38 mm TIR 39 mm TIR	Garrett GT3076 and GT2554 turbo allowed.	RX8 Differential and Subframe assembly allowed. Carbon composite OEM style hardtop allowed.

4. #15819 – (January Fastrack – Denise Longwell) Additional Information Re: #15811

Thank you for your request. For the E46 M3 in T1, add the following to the notes: *Carbon roof allowed.*

T1-LP

1. #15473 – (January Fastrack – David Stchur) GM Requests for T1, C7 Corvette

Thank you for your request. In the specification line for the Limited Preparation T1 C7 Corvette, make the following changes:

Brakes: *(F) 355 X 32 Vented Disc, (R) 340 X 26 Vented Disc or may use 2 piece steel rotors with aluminum hats up to 5% larger than the Z51 rotor.*

Tires: *345 max. (F&R). Rear tires may protrude up to 1.0”.*

Add to the Notes: *May use any four piston brake caliper and brackets front and rear. GM Fan (Part #23231319) permitted. GM suspension kit, Part number TBD
GM Transmission Cooler kit, Part # TBD.*

T2

1. #15013 – (January Fastrack – Alan Leshner) Move 1998 to 2002 Camaro & Firebird to T3

Thank you for your request. In T2, Chevrolet Camaro SS (98-02), change the spec line as follows:

T2	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Camaro SS (98-02)	99.0 x 92.0 5666	2568	17 18x10 (F) 17 18x10 (R)	295	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F) 300 355 Vented Disc (R) 302 340 Vented Disc	3250	Power steering cooler (option code V12) is permitted. Severn Canton Accusump part #CA24024 or CA24006, along with Electric solenoid W/ epc #CA24273, Accusump Check Valve #CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. Z28 can use original hood. Strano Performance Camaro Track Package (Part #SP-141, Spring Set (550# Front/150#Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted. Springs up to 800#/in front and rear allowed. Cold air intake allowed. Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed. 4 Piston front and rear brake calipers allowed.

T2-T4

1. #15626 – (January Fastrack – Mike Ogren) Reduce Weight of 2003-2008 Mazda 6

Thank you for your request. Reduce the weight of T4 2003-2007 Mazda 6 by 100 lbs. Add to notes: *500lb max front spring rate, 800 lb max rear spring rate. Any non-adjustable shock allowed.*

2. #15683 – (January Fastrack – David Mead) Stiffer Front Springs for 99-04 Mustang GT/Bullitt

Thank you for your request. In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the notes as follows: ~~H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) allowed.~~ *Max spring rate of 900 lbs/in allowed front and rear.*

3. #15694 – (January Fastrack – David Mead) Steeda Front Sway Bar for 99-04 Mustang GT/Bullitt

Thank you for your request. In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), add the notes as follows: *Steeda front sway bar 555-1094 allowed.*

T3

1. #14418 – (January Fastrack – Marc Feinstein) Allow Brembo Front Brake Upgrade

In T3, Audi S4 (12-14) and Audi S5 (13-14), add the notes as follows: *Brembo brake Kit PN: 3K2.8032A.*

2. #15164 – (January Fastrack – Kevin Fandozzi) Cobalt SS Intercooler

In T3, Chevrolet Cobalt SS (08-10), add the notes as follows: *Z2P intercooler #ZZ-LNFIC permitted.*

3. #15165 (Kevin Fandozzi) Allow Higher Capacity Clutch

In section 9.1.9.2.D.1.i., add new sections 5 and 6 as follows:

5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel. Clutch disc/ pressure plate shall be within 5% of factory weight.

6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is within 5% of factory weight.

4. #15784 – (January Fastrack – David Mead) 05-10 V8 Mustang Suspension

Add to notes for T3 Ford Mustang (05-10): *Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A-Front, M5560-A Rear), Strut Tower Brace #M- 20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit #M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.*

5. #15785 – (January Fastrack – David Mead) Alternate Bushings 99-2004 Mustang GT/Bullitt

Thank you for your request. Add to T3 99-2004 Mustang GT/Bullitt notes: *Energy suspension 4.3140G control arm bushings permitted.*

T4

1. #15234 – (January Fastrack – Jared Lendrum) Request to Improve T4 Cars

Thank you for your request. In T4, Scion FR-S (2013+) and Subaru BRZ (2013+), change the weight and add the notes as follows:

2995 2900

Eibach 4.105882.880 allowed. Front strut tower brace allowed.

2. #15325 – (January Fastrack – Robert Crawford) Allow Slotted Camber Plates in T4

Thank you for your request. In section 9.1.9.2.D.5.a.1, change the language as follows:

~~T2-T4, T3 only:~~

~~Remove section 9.1.9.2.D.5.a.2 as follows: 2-T4 only: A maximum of 2.5 degrees of negative camber is allowed on front and rear suspensions.~~

MOTION: Approve Letter 15116 clarifying GCR 9.1.7.C.1.f.3:3 Spec Miata GCR head preparation rule clarification. Effective 1/1/2015. Lindstrand/Harris. PASSED Unanimous.

Spec Miata

SM

1. #15116 – (January Fastrack – David Cox) SM Cylinder Head (Runoffs Protests)

The CRB wishes to thank the hundreds of SM drivers and owners who have commented on this difficult situation. The CRB has been working closely with the SM Group to identify all of the issues that came up as a result of the Runoffs compliance actions. The CRB has determined that the best course is to use the regular system to work through this problem.

The CRB instructed the SMAC to discuss the issues and prepare a recommendation for the CRB. In turn, the CRB is recommending (to the BoD) a slight change in the SM rules for 2015. The SM Group (including Mazda, SCCA and NASA) is currently contracting for dyno testing of various head configurations. When that testing is complete, and in conjunction with the SM Group, a letter will be submitted to the CRB system for consideration by the SMAC and the CRB. This may include changes in weights or restrictor plates, but it may also include a recommendation that no changes be made. No recommendations will be made to the BoD until the data is complete. The SM Group and the CRB are also monitoring the availability of cylinder heads and the effect that will have on possible future rule changes.

At this time we are also recommending, to the BoD, that the SM compliance fee, in a form to be determined, be reinstated and that the SM Group's request be implemented for a traveling Tech squad to be deployed during the 2015 season at SCCA and NASA events to be determined. This Tech squad should be totally SM savvy. We are reviewing a possible re-write of portions of the GCR that would give this Tech squad additional powers to levy penalties that are not currently allowed in the GCR.

The CRB recommends clarifying the existing rules by adding further definition and measurable specifications for the plunge cut dimensions and orientation.

The specific CRB recommendation to the BoD is as follows:

Change GCR 9.1.7.C.1.f.3: 3. The throat area of the port consists of the 90 degree angle at the very bottom of

the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. *The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375".* This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. ~~The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition.~~ *The Intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width.* The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.

MOTION: Approve add to #15634 – 9.1.7.C.3.p: *Inner bushing(s) on the front upper control arms may be replaced with offset bushings.* Hanushek/Butler. PASSED 11-2 Against Langlotz, Lindstrand.

2. #15634 – (January Fastrack – Michael Babcock) Camber for SM

Thank you for your request. Add 9.1.7.C.3.p: *p. Inner bushing(s) on the front lower control arms may be replaced with offset bushings.*

Motion: Adjourn meeting. Lewis/Langlotz. PASSED Unanimous.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 24, 2014

The Solo Events Board met by conference call November 24th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Connors; Doug Gill of the National Staff; Bruce Lindstrand, Todd Butler, and 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

Member Advisories

General

Tire Rack Solo Nationals

Members who would like to be considered for the position of Course Designer for the Solo Nationals are invited to submit their qualifications in writing via www.soloeventsboard.com.

FJ

#14698 Junior Kart Safety Clarification

Rule 2.2.O requires that no car be in motion under its own power when any FJ kart is moving under its own power. It is permissible for engines in cars to be running as long as the car is not in motion.

Street

SAC Vacancy

Members who are interested in serving on the SAC are invited to submit their qualifications in writing via www.soloeventsboard.com

#14972 Viper Clarification

Per the SAC, the SS Viper (NOC) listing in the SS class is meant to include the ACR versions.

#15329 Radiator Clarification

Non-OE radiator replacements are allowed if they meet the requirements of Section 13's normally expendable alternate components allowance.

Street Modified

SMAC

Members who are interested in serving on the SMAC are requested to submit their qualifications in writing via www.soloeventsboard.com.

Prepared

PAC

Members who are interested in serving on the PAC are requested to submit their qualifications in writing via www.soloeventsboard.com.

The SEB thanks Bill Cutrer for his service as a member of the PAC.

#14814 Frameless Construction Proposal

The PAC notes that per 17.8.B.5, the minimum track of any vehicle competing in Prepared is the OE track width (or 55" in XP). Please see also the related item under Tech Bulletins.

In response to expressed concerns about "frameless" cars, members are reminded that rules changes have been approved by the BOD for 2015 which read (in part, pertinent wording highlighted here for emphasis):

Section 12: Automotive definitions

Frame Rails – An integral part of the chassis; **frame rails are boxed, channeled, or tubular structural members of the car** which may provide attachment points for one or more of the following: subframe/cross member, body, suspension, and drivetrain of the vehicle. **Frame rails are present in Unibody, Tub-based, and Tube Frame Cars.**

Section 17: Prepared Category

17.1.B: ...Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule *which will invoke Section 17.11 weight adjustments (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation).*

17.2.C: ...**Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed.** Replacement of inner fenders or wheel wells to enable wider wheels and tires are allowed.

#14876 Core Support Removal/Relocate Clarification

The PAC reminds competitors that Section 17 rules permit minor cutting, notching, or clearancing of components for allowed modifications. This does not permit the wholesale removal of unneeded chassis or unibody components.

The PAC thanks the member for the inquiry.

Change Proposals

General

#15275 Fix catchall Appendix A wording

The following rule change proposal is provided here for member review and comment: Change the second paragraph under APPENDIX A – AUTOMOBILE CLASSES as follows:

“All unclassified cars will compete in *the highest class for their category* until *specifically* classified by the SEB, unless covered by a “catch-all (*i.e. non-make-specific*) listing/description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the highest class in the category* and work down the classes until a class is found. **Such unclassified cars will not be eligible for *National Solo® Events* or the *Solo® National Championships*. Members should look for a TechBulletin in an early current-year issue of the official *SCCA® publication(Fastrack® News)* at www.scca.com for details or contact the National office.”**

#15360 Roll bar material specs

The following rule change proposal is submitted for member review and comment: In Appendix C, Section B.2, change the tubing size/car weight table as follows:

Under 1000 lbs: 1.000 x 0.060

1000-1500: 1.250 x 0.090, *1.375 x 0.080*

1501-2500: 1.500 x *0.095*, *1.625 x 0.080*

2501+: 1.500 x 0.120, 1.750 x 0.095, *2.000 x 0.080*

For purposes of comparison, the current roll bar tubing minimum requirements per car weight are as follows:

Under 1000 lbs: 1.000 x 0.060

1000 - 1500: 1.250 x 0.090

Over 1500: 1.500 x 0.120, 1.750 x 0.095

Note: This brings Solo roll bar material standards in line with GCR roll cage material standards without affecting previously compliant roll bars.

#15749 Floor mats again

The following rule change proposal is submitted for member review and comment: Modify the current version of 3.3.3.B.2 as follows:

“Pedal operation must not be impeded. Driver’s side floor mat must be removed *unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working*

order."

Street

#15002 Fiat 500 Abarth Move to HS Proposal

Member input is requested regarding a proposal to move the Fiat 500 Abarth from GS to HS.

#15307 E60 M5 Move to FS Proposal

The SAC is requesting member feedback on moving the 2005-10 BMW M5 (E60 chassis) from BS to FS for 2016.

Street Touring

#14332 94-01 Acura Integra in STX Proposal

The following classing change proposal is submitted for member review and comment: Change the Appendix A classification of the following *from STS to STX*:

'94-'01 Acura Integra (non-Type R)

Other Items Reviewed

Street

#15012, 15019, 15021, 15293, 15351 997 GT3 Classing Comments

Thank you for your input on the 997 GT3.

#15203 Civic Si Classing Clarification

Per the SAC, the 2008 Mugen Civic Si is NOT moving to HS.

#15248 997 GT3 Comments

Thank you for your input on the 997 GT3. The only current proposal regarding the 997 is to exclude it from class SSR. There is no proposal to remove the 997 from SS.

#15433 Toyo R1R Comments

Thank you for your input on the 200 TW Toyo R1R.

#15438 Corvette Classing Comments

Thank your for your input.

Street Touring

#15020 STC with STS Comments

Thank you for your comments.

Modified

#14649 CVT Allowance Proposal

Thank you for your input. The MAC continues to evaluate member feedback on various aspects of the BM proposal, including the allowances for CVT's.

#15073 BM Engine Allowance Proposal

Thank you for your input. The MAC feels the current proposal is appropriate and accommodates vehicles which are currently legal for the class. The committee continues to evaluate feedback regarding the proposal.

Not Recommended

General

#15713 Submitter's names published in Fastrack.

Thank you for your input. The SEB does not publish member names in Fastrack for privacy reasons.

Street

#15251 Miata Club Sport Move to AS Proposal

The SAC feels the Miata Club Sport is classed appropriately in BS.

#15508 Mini S Move to GS Proposal

The SAC feels the Mini S is classed appropriately.

Prepared

#14958 The allowance of a L/P 1988-91 Honda1600cc Si

The PAC/SEB will continue to monitor the development of EP over the next few years to ensure parity.

Modified

#14589 Solo Vee Allowance Proposal

Thank you for your input. The MAC does not recommend changes to Solo Vee rules at this time, due to a desire to have more time to observe the effects of moving the cars to CM.

Handled Elsewhere

Street

#15228 Fiat 500 Abarth Move to HS Proposal

Please see item #15002 elsewhere in this Fastrack.

#15305 Fiat 500 Abarth Move to HS Proposal

Please see item #15002 elsewhere in this Fastrack.

Street Touring

#14364 14383 Integra Move to STX Proposal

Please see item #14332 elsewhere in this Fastrack.

#14929 Integra (Non-Type R) Move to STX

Please see item #14332 elsewhere in this Fastrack.

#14971, 15044 GSR Move to STX Comments

Please see item #14332 elsewhere in this Fastrack.

Street Modified

#14473 2 Seat FWD in SM Allowance Proposal

The rule change has been approved by BoD for 2015, see the December Fastrack.

Tech Bulletins

Street

#14984 2015 Audi S3 Classing Proposal

Please refer to letter #15255 elsewhere in this Fastrack.

#15096 Audi TT Classing Comments

The DS listing Audi TT (2.0T, non-quattro/FWD) year range is corrected to "(2008-09)".

#15097 Repair Method Comments

Add to Appendix F under Street Clarifications:

"Replacement of the failure-prone intermediate shaft (IMS) bearing on Porsche Boxsters with a similar part which serves the same purpose is compliant with the new 13.1 allowance for common-sense repairs."

#15192 2015 Corvette Z06 Classing Proposal

Per the SAC, add a new listing to class the 2015 Corvette Z06 in SS.

Note: the OE tires are not compliant for National competition in the Street category.

#15197 Scion FRS Clarification

Change the BS "Scion FR-S RS" listing to:

Scion FR-S *Release Series 1.0*

#15255 Audi S3 Classing Proposal

The SAC has recommended the following new listing in class BS:

Audi

S3

In addition the committee recommends updating the model year ranges for the following BS cars:

Audi

RS 5 (2013-*15*)

S4 (2010-*15*)

S5 (2008-*15*)

TTS (2009-*15*)

#15349 VW GTI Clarification

Thank you for your input on VW GTI class listings. The following clarification of the applicable listing is effective 1/1/2015:

In HS, replace the following:

Golf, GTI & Jetta (16v)

with

Golf, GTI & Jetta (16v *non-turbo*)

#15707 Fiesta ST roll-over risk

The Ford Fiesta ST meets the Rollover Potential Guidelines in 3.1. The 2011+ non-ST Fiesta models do not meet the requirements and are to be removed from the HS listing.

Prepared

#14814 Frameless Construction Proposal

The following wording change is provided to clarify 17.8.B.5:

"5. The minimum track for all Prepared cars is the OE track dimension.

(Note: This minimum *also* applies to cars utilizing Section 17.11.A to compete in Prepared.)"

The PAC thanks the member for the inquiry.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 2, 2014

The Club Racing Board met by teleconference on December 2, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

Member Advisory

GCR

1. #14913 (Janet Farwell) Grid/Pit Specialty Manual Approval
The CRB supports changes to this manual.
2. #14914 (Janet Farwell) Starter Specialty Manual Approval
The CRB supports changes to this manual.

No Action Required

AS

1. #15695 (JACK MARTIN) 15140 Brake fans
Thank you for your support of brake duct fans for American Sedan.
2. #15718 (Scott Olsen) Brake Cooling Fans
Thank you for your support of brake duct fans for American Sedan.
3. #15808 (Sean Williams) Factory Service Manual vs. Performance Specifications
Thank you for your request for clarification of letter #15341.

Using compression ratio as an example, manufacturers may specify in the Factory Service Manual (FSM) a minimum service dimension for the cylinder head. Should, for instance, a blown head gasket require truing of that head, that process of cutting the cylinder head would change the compression ratio. Letter #15341 is intended to state that even though the FSM states that minimum thickness, the FSM specified compression ratio must be maintained in any build.

For Full Preparation (FP) AS cars, the maximum compression ratio is 10.3, so in this example, this rule does not apply to FP AS cars. Restricted Preparation (RP) AS cars have their compression ratio specified in their FSM, so for this example, the rule does apply to RP AS cars.

The rule does not apply to horsepower and torque, as AS rules allow for modifications for both FP and RP cars that will change horsepower and torque.

For any potential modification, the competitor is responsible for determining if this rule applies to their car and the potential modification.

The rule also states that "The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a". In the example of compression ratio, 9.1.6.D.1.k.2.a. allows for the use of aftermarket parts that would accomplish the adjustment to compliance.

FA

1. #15320 (Mark Davison) Brake Safety Issue
Thank you for your letter. The rules are adequate as written.

GT2

1. #14640 (Mark Kibort) GT2 Eligibility for x-WCGT Porsche 928GTS STO/GT2-ST
Thank you for your request. The CRB intends to process this clarification but the competitor must provide the specifications. Please submit another letter with the specifications, and the CRB will proceed.

GTL

1. #15056 (Peter Shadowen) GTL and GT3 Wheelbase Addition for CRZ
Thank you for your request. This is allowed in the GTCS, 9.1.2.F.4.c.1.

STU

1. #15716 (Eric Heinrich) Correction to TIR/Weight Chart
Thank you for your suggestion. The rules are adequate as written. Appendix G, 2.6. indicates the listed requirements are

absolute maximum.

T2-T4

1. #12797 (CJ Moses) T2 Class Parity - Evo IX/X Adjustment or Re-classification to T3

Thank you for your request. Changes are being made to improve class parity. Please bring the cars out to race, in order to determine if the changes have established parity.

2. #15435 (David Mead) What Are the Aerodynamic Parts Allowed 2011+ Camaro?

Thank you for your letter. The allowances are as listed on the specification line.

3. #15719 (Philip Royle) Help the SSC Cars in T4

Thank you for your letter. The CRB has no plans to put former SSC cars into B-spec.

T4

1. #15790 (David Mead) Foolish to Add Restrictor to T4 at This Time

Thank you for your suggestion.

2. #15791 (David Mead) Waste of Time for T4 Mustang to Remove Catalytic Converters

Thank you for your feedback. The CRB does not see a need for a change at this time and will continue to monitor performance throughout 2015.

Not Recommended

F5

1. #14697 (Bill Butterworth) Request for clarification of GCR 9.1.1.15

Thank you for your letter. This issue has been discussed in the past and been determined to be a performance advantage.

P2

1. #15134 (David Arken) P2 Aerodynamics Control Area

Thank you for your letter. The CRB does not recommend this change and believes the rules are adequate as written.

GT2

1. #14750 (Richard Gray) August Recommendations on SIR Weights, and Mazda GT2 20b Rules

Thank you for your request. Please compete with this car and then request performance adjustments. The CRB makes adjustments based, in part, on track performance. This configuration has not been seen on track yet.

2. #15150 (Tim Myers) Allow GT3 Cup Grand Am Spec in GT2 under Porsche Spec Line

Thank you for your request. This car exceeds current GT2 class performance.

3. #15152 (Jackson Stewart) Request for GT2 Classification

Thank you for your request. Turbochargers are not classified in GT, with the only exception being former STO cars now classified in GT2.

GT3

1. #15298 (Wolfgang Maike) Competition Adjustment for Toyota GT3 Engines

Thank you for your request. The engine is correct as classified. The CRB will continue to monitor the small bore GT3 cars throughout the 2015 season.

2. #15486 (Michael Cyphert) Request for Rule Changes to Enhance Participation in GT3

Thank you for your request. Although the CRB recognizes the intent of your request, the CRB does not recommend your request(s) as written. Please see letters #15766 and #15767, Technical Bulletin.

EP

1. #15869 (Club Racing Board) Not Recommended Portion of Letter #15815

Thank you for your letter. The request for change in fender shape is contrary to class philosophy. The requested intake change is not recommended. This car was recently allowed to use transmissions with ratios other than stock. The CRB believes any further revisions to the specifications of this car should wait until the impact of that change is determined.

HP

1. #15782 (Johannes Krauss) HP VW Scirocco

Thank you for your request. An alternate engine is not consistent with class philosophy. The CRB will consider adjustment to the performance potential of the car with the listed engine.

ST

1. #15425 (Rich Walke) Rear Wing Mounts

Thank you for your letter. The rules are adequate as written. The CRB has no plans to change the rules at this time.

2. #15452 (Eric Heinrich) ST Category - Engine Swap Limitation

Thank you for your letter. Competitors have already built cars with these engine swaps.

STL

1. #15468 (Buzz Marcus) Weight Reduction

Thank you for your request. The CRB has not determined a need for the Miata weight to change at this time. The CRB will continue to monitor performance in the class.

2. #15721 (Philip Royle) Re-evaluate the 13B

Thank you for your request. The CRB has not determined a weight adjustment is needed for the 13B at this time. The CRB will continue to monitor performance in the class.

3. #15748 (Brad McCall) Reference Letter #14879

Thank you for your letter. STL has a limit on camshaft lift of .425". This limits airflow, and thus the potential performance of all engines in the class.

The CRB understands your concerns about having to "de-cam" your stock Toyota engine to meet this regulation and understands how this will require financial investment. However, note there are several other engines in the class that have to de-cam, the Honda K20Z3 ('07-'10 Civic Si) and the Honda B15C5 (Acura Type R) are two examples.

Also note it was because of the class cam limit that the CRB allowed your Toyota 2ZZ engine to run a compression ratio of 11.5:1, a 1/2-point higher than the class limit, since the CRB recognizes that airflow limits maximum horsepower.

If the camshaft lift changes in the future, the CRB can address the Toyota 2ZZ engine.

4. #15776 (Adam Jabaay) Alternate Factory Style Spoilers

The CRB has no plans to change the wing rules at this time. If you have something specific in mind, please submit a more detailed request.

5. #15821 (Bobby Beyer) Please Allow Alternate Intake Manifold for B-spec Cars

Thank you for your request. This change is against class philosophy.

T1

1. #15187 (David Mead) Remove Allowance for WC Spec Bodies on T1 Corvette

Thank you for your request. The CRB has no plans to make changes at this time, as there are too many cars built to consider retracting these rules.

T2-T4

1. #15100 (Bobby Beyer) Please Move 99-04 Mustang GT to T4

Thank you for your letter. Changes have been made to increase the potential for this car.

2. #15682 (David Mead) Delrin Front Control Arm Bushings 2011+ Mustang V6

Thank you for your letter. The CRB does not recommend Delrin bushings for T3 at this time.

3. #15696 (David Mead) CAI for 99-2004 Mustang GT/Bullitt

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

T3

1. #14417 (Marc Feinstein) Change Maximum Spring Rate on Audi S4/S5

Thank you for your request. Changes have been made to improve parity. Additional changes are not recommended at this time.

2. #15353 (Scotty B White) Create T3 Parity

Thank you for your letter. It was very insightful. There have been changes made to the class to improve parity. The CRB will continue to monitor performance and make changes if necessary.

3. #15796 (Chad Gilsinger) Reduce Weight and Remove Restrictor on Acura TL SH-AWD

Thank you for your request. The CRB has made changes to improve class parity and does not see a need for this change at this time. The CRB will continue to monitor performance for the class in 2015.

T4

1. #14982 (Tim Wise) Allow Pro MX-5 Cup Car Reliability Components and Modifications

Thank you for your request. The CRB does not recommend these changes at this time. With the combination of the specification lines, the later transmission would be allowed to be "upgraded".

2. #14983 (Tim Wise) Allow Spec MX-5 Header in T4

Thank you for your request. The CRB does not recommend headers for this car. Alternatively, catalytic converter removal is allowed for T4 cars in 2015.

Recommended Items for 2015

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.

GT2

1. #14335 (Scotty B White) Viper Throttle Body

In GT2/ST Dodge Viper, incl Comp. Coupe, ACR-ACR-X, change the spec lines as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ACR-X	8300	3300	(2) 50mm flat plates	<i>Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using (2) 50 mm flat plate restrictors.</i>
	8400	3400	(2) 50mm flat plates	<i>Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using (2) 45mm flat plate restrictors.</i>
	8400 <i>OEM</i>	3520		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

Prd

1. #15119 (Ron Leiferman) Alternate Rods for All Level 2 Production Cars

Thank you for your request. Change 9.1.5.E.2.h.2.: ~~2. Stock connecting rods are required, but can be lightened and balanced.~~ *Alternate ferrous connecting rods, of the same crank pin center to piston pin center dimension and crank pin and piston pin bore dimensions as stock, are permitted.*

After extended review and discussion, the CRB has determined that, based on a comparison of the current prices for race quality aftermarket connecting rods and the cost of preparing stock rods and periodically reconditioning them, this change will decrease the costs related to Production car racing. This is to the advantage of all competitors. Additionally, the added reliability of race quality aftermarket rods is a material advantage to Production car racers. The CRB understands that this change may allow some cars to be more competitive. It is not possible to judge this in advance and make adjustments now. The CRB is committed to monitoring of the results of competition to make appropriate adjustments to particular cars if needed in the future. The results of member input on this question (considering both the initial group of letters and letters received as a consequence of the request for member input, but without counting multiple letters from the same writer) are 67 letters. 50 in favor of aftermarket rods for all cars, 4 for aftermarket rods only for certain cars, and 13 opposing aftermarket rods. Thus the votes for aftermarket rod in all or some cases exceeded 80%.

SM

1. #15116 (David Cox) SM Cylinder Head (Runoffs Protests)

The CRB wishes to thank the hundreds of SM drivers and owners who have commented on this difficult situation. The CRB has been working closely with the SM Group to identify all of the issues that came up as a result of the Runoffs compliance actions. The CRB has determined that the best course is to use the regular system to work through this problem.

The CRB instructed the SMAC to discuss the issues and prepare a recommendation for the CRB. In turn, the CRB is recommending (to the BoD) a slight change in the SM rules for 2015. The SM Group (including Mazda, SCCA and NASA) is currently contracting for dyno testing of various head configurations. When that testing is complete, and in conjunction with the SM Group, a letter will be submitted to the CRB system for consideration by the SMAC and the CRB. This may include changes in weights or restrictor plates, but it may also include a recommendation that no changes be made. No recommendations will be

made to the BoD until the data is complete. The SM Group and the CRB are also monitoring the availability of cylinder heads and the effect that will have on possible future rule changes.

At this time we are also recommending, to the BoD, that the SM compliance fee, in a form to be determined, be reinstated and that the SM Group's request be implemented for a traveling Tech squad to be deployed during the 2015 season at SCCA and NASA events to be determined. This Tech squad should be totally SM savvy. We are reviewing a possible re-write of portions of the GCR that would give this Tech squad additional powers to levy penalties that are not currently allowed in the GCR.

The CRB recommends clarifying the existing rules by adding further definition and measurable specifications for the plunge cut dimensions and orientation.

The specific CRB recommendation to the BoD is as follows:

Change GCR 9.1.7.C.1.f.3: 3. The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. *The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375".* This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. ~~The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition.~~ *The Intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width.* The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.

2. #15634 (Michael Babcock) Camber for SM

Thank you for your request. Add 9.1.7.C.3.p: *p. Inner bushing(s) on the front upper control arms may be replaced with offset bushings.*

STL

1. #15206 (Club Racing Board) Rotor Size

Change 9.1.4.2.E.2.: 2. Rotors - Any 1- or 2-piece ferrous rotors that do not exceed ~~290mm~~ *300mm* in diameter and 28mm in thickness are permitted.

T1

1. #13510 (Amir Haleem) Change Specification Line for Mazda RX7 20B

In T1, Mazda RX-7 20B, add the engine notes as follows: *20b peripheral port allowed at 2850. Turbo chargers are not allowed.*

2. #14333 (Scotty B White) Viper Throttle Body

Thank you for your request. Replace the specification lines for the T1 Viper, as noted below.

T1	Min. Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Dodge Viper RT-10/ RT-10 ACR & GT-S / GT-S ACR (96-02)</i>	7990	3400	50mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
<i>Dodge Viper SRT-10 Incl. Coupe (03-06)</i>	8000	3500	46mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
<i>Dodge Viper SRT-10 Incl. Coupe (08-10)</i>	8300	3500	(2) 35 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2.33 mm flat plate restrictors.
<i>Comp Coupe Dodge Viper ACR (08-10)</i>	8300 OEM	3550	(2) 45mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2.40mm flat plate restrictors.
	8400	3650	(2) 33 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using 2.33mm flat plate restrictors.
	8400 OEM	3550	(2) 40mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using 2.40mm flat plate restrictors.
<i>Dodge Viper ACR-X</i>	8400 OEM	3700	(2) 60mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock ACRx 8.4 engine, engine controller; valve train, and intake system must meet ACRx stock shop manual specifications.

3. #15383 (MARC Hoover) T1 MIATA SPEC LINE

In T1, Mazda MX-5 Miata MazdaSpeed, change the specification line and in T1, classify the Mazda MX-5 as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Mazda MX-5 Miata MazdaSpeed	2300 2000 1800	2400 2400 2400	38 37 mm TIR 38 mm TIR 39 mm TIR	Garrett GT3076 and GT2554 turbo allowed.	Carbon composite OEM style hardtop allowed.
Mazda MX-5 (06-13)	2300 2000 1800	2400 2400 2400	37 mm TIR 38 mm TIR 39 mm TIR	Garrett GT3076 and GT2554 turbo allowed.	RX8 Differential and Subframe assembly allowed. Carbon composite OEM style hardtop allowed.

4. #15819 (Denise Longwell) Additional Information Re: #15811

Thank you for your request. For the E46 M3 in T1, add the following to the notes: *Carbon roof allowed.*

T1-LP

1. #15473 (David Stchur) GM Requests for T1, C7 Corvette

Thank you for your request. In the specification line for the Limited Preparation T1 C7 Corvette, make the following changes:

Brakes: *(F) 355 X 32 Vented Disc, (R) 340 X 26 Vented Disc or may use 2 piece steel rotors with aluminum hats up to 5% larger than the Z51 rotor.*

Tires: *345 max. (F&R). Rear tires may protrude up to 1.0".*

Add to the Notes: *May use any four piston brake caliper and brackets front and rear. GM Fan (Part #23231319) permitted. GM transmission cooler (part #TBD) and GM suspension ki (part #TBD) permitted.*

T2

1. #15013 (Alan Leshner) Move 1998 to 2002 Camaro & Firebird to T3

Thank you for your request. In T2, Chevrolet Camaro SS (98-02), change the spec line as follows:

T2	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Camaro SS (98-02)	99.0 x 92.0 5666	2568	17 18x10 (F) 17 18x10 (R)	295	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F) 300 355 Vented Disc (R) 302 340 Vented Disc	3250	Power steering cooler (option code V12) is permitted. Severn Canton Accusump part #CA24024 or CA24006, along with Electric solenoid W/ epc #CA24273, Accusump Check Valve #CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. Z28 can use original hood. Strano-Performance Camaro Track Package (Part #SP-141, Spring Set (550# Front/150#Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted. Springs up to 800#/in front and rear allowed. Cold air intake allowed. Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed. 4 Piston front and rear brake calipers allowed.

T2-T4

1. #15626 (Mike Ogren) Reduce Weight of 2003-2008 Mazda 6

Thank you for your request. Reduce the weight of T4 2003-2007 Mazda 6 by 100 lbs. Add to notes: **500lb max front spring rate, 800 lb max rear spring rate. Any non-adjustable shock allowed.**

2. #15683 (David Mead) Stiffer Front Springs for 99-04 Mustang GT/Bullitt

Thank you for your request. In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the notes as follows: ~~H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) allowed.~~ **H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) allowed. Max spring rate of 900 lbs/in allowed front and rear.**

3. #15694 (David Mead) Steeda Front Sway Bar for 99-04 Mustang GT/Bullitt

Thank you for your request. In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), add the notes as follows: **Steeda front sway bar 555-1094 allowed.**

T3

1. #14418 (Marc Feinstein) Allow Brembo Front Brake Upgrade

In T3, Audi S4 (12-14) and Audi S5 (13-14), add the notes as follows: *Brembo brake Kit PN: 3K2.8032A.*

2. #15164 (Kevin Fandozzi) Cobalt SS Intercooler

In T3, Chevrolet Cobalt SS (08-10), add the notes as follows: *ZYP intercooler #ZZ-LNFIC permitted.*

3. #15165 (Kevin Fandozzi) Allow Higher Capacity Clutch

In section 9.1.9.2.D.1.i., add new sections 5 and 6 as follows:

5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel. Clutch disc/ pressure plate shall be within 5% of factory weight.

6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is within 5% of factory weight.

4. #15784 (David Mead) 05-10 V8 Mustang Suspension

Add to notes for T3 Ford Mustang (05-10): *Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A- Front, M5560-A Rear), Strut Tower Brace #M- 20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.*

5. #15785 (David Mead) Alternate Bushings 99-2004 Mustang GT/Bullitt

Thank you for your request. Add to T3 99-2004 Mustang GT/Bullitt notes: *Energy suspension 4.3140G control arm bushings permitted.*

T4

1. #15234 (Jared Lendrum) Request to Improve T4 Cars

Thank you for your request. In T4, Scion FR-S (2013+) and Subaru BRZ (2013+), change the weight and add the notes as follows:

~~2995~~ *2900*

Eibach 4.10582.880 allowed. Front strut tower brace allowed.

2. #15325 (Robert Crawford) Allow Slotted Camber Plates in T4

Thank you for your request. In section 9.1.9.2.D.5.a.1, change the language as follows:

~~T2-T4, T3 only:~~

Remove section 9.1.9.2.D.5.a.2 as follows: ~~2. T4 only: A maximum of 2.5 degrees of negative camber is allowed on front and rear suspensions:~~

Taken Care Of

FB

1. #15480 (J.R. Osborne) Proposed Engine Restrictor Sizing

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

2. #15505 (Jake Latham) F1000 Engine Restrictors

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

3. #15522 (Juan R Marchand) BMW S1000r Engine

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

4. #15617 (Ted Dale) Kawasaki Restrictor Concerns

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

5. #15754 (Gary Slahor) Request to Alter Restrictor Sizes

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

6. #15840 (Jerry Hodges) Supporting Restrictors

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

7. #15842 (Nicho Vardis) New rules for FB

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

8. #15849 (Randy Cook) Support for FB Restrictors

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

9. #15857 (Jon Marshall) FB Restrictors

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

10. #15860 (Nick Mayer) Restrictors for FB

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

11. #15861 (Alex Mayer) Restrictors for FB

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

12. #15862 (Thomas Copeland) Change 9.1.1.G.5.: Inlet Restrictors

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

13. #15863 (Steve Hamilton) Proposal #14003, Rules 9.1.1G.5, 9.1.1.G.4.E

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

14. #15864 (Joel Haas) FB Restrictors

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

P2

1. #14238 (Bruce Gurney) Pinto Engine in P2

Thank you for your letter. Please see the response to letter #14089, Technical Bulletin.

2. #14239 (Bruce Gurney) Letter 2 Pinto Engines

Thank you for your letter. Please see the response to letter #14089, December 2014 Technical Bulletin.

3. #15388 (Stan Clayton) Machining of Pinto Heads

Thank you for your letter. Please see the response to letter #14089, December 2014 Tech Bulletin.

GCR

1. #14597 (Craig Farr) SFI Belt Date Extension

Thank you for your feedback. Please see the response to letter #14272, September 2014 Fastrack Minutes.

GT2

1. #15153 (Jackson Stewart) Additional Attachment

Thank you for your additional information. Please see the response to letter #15152.

GT3

1. #15340 (Mark Ward) Small Bore Toyota Competition Adjustment

Thank you for your request. Please see the response to letter #15298.

EP

1. #15816 (Larry Svaton) Caterham 7 in EP

Thank you for your requests. Please see the responses to letters #15815, Technical Bulletin, and #15869, Minutes.

ST

1. #15787 (Adam Jabaay) Wings, Spoilers, etc.

Thank you for your letter. Please see the response to letter #15776.

STL

1. #15316 (Adam Jabaay) Sports Cars Weights

Thank you for your feedback to letter #14472.

2. #15434 (Brian Cashion) Allow Porting of 12A RX7 Engine

Thank you for your request. Please see the response to letter #15431, Technical Bulletin.

3. #15612 (James Sample) Request Rule Change

Thank you for your request. Please see the response to letter #15431, Technical Bulletin.

4. #15830 (Andy Bettencourt) Sports Car vs. Touring Car
Thank you for your feedback to letter #14472.

STU

1. #15382 (James Clay) Touring vs. Sport Cars
Thank you for your feedback to letter #14472.

2. #15419 (Cameron Rogers) Suggestions for STU Class Re-Balancing
Thank you for your feedback to letter #14472.

3. #15420 (Robert Verenna) Differences Between Sports Cars and Touring Cars in STU
Thank you for your feedback to letter #14472.

4. #15788 (Toby Larsson) In Response to #14472
Thank you for your feedback to letter #14472.

T1

1. #14925 (Tim Myers) Consider Viper ACR-x Back into T1 with Reasonable Restrictor 2015
Thank you for your letter. Please see the response to letter #14333.

2. #15377 (Scotty B White) Help the T1 Viper
Thank you for your letter. Please see the response to letter #14333.

3. #15765 (Tim Myers) Put Viper ACRx Back in T-1 Reasonable Restrictor Add to #14925
Thank you for your letter. Please see the response to letter #14333.

4. #15811 (Denise Longwell) Carbon Roof Allowed on BMW E46 M3 Coupe in T1
Thank you for your letter. Please see the response to letter #15819.

T2-T4

1. #15437 (Mitchell Bender) Allow Selected MX-5 Cup Safety and Reliability Upgrades
Thank you for your request. Please see the response to letter #14982.

2. #15474 (David Stchur) Cadillac ATS Request for T3
Thank you for your request. Please see the response to letter #15750, Technical Bulletin.

3. #15759 (David Stchur) Cadillac ATS Revision
Thank you for your request. Please see the response to letter #15750, Technical Bulletin.

T3

1. #15183 (Harley Kaplan) M3 Restrictor
Thank you for your letter. Please see the response to letter #15174, Technical Bulletin.

2. #15342 (Jason Ott) BMW Z4 M Coupe/M3 Weight Reduction
Thank you for your request. Please see the response to letter #15174, Technical Bulletin.

T4

1. #14147 (David Jacobs) SM5 Approval to Run
Thank you for your request. Please see the response to letter #14141, Technical Bulletin.

What Do You Think

FM

1. #15884 (Moses Smith) Spec Tire for Formula Mazda
The CRB is seeking member input on the possibility of a spec/control tire for Formula Mazda. Please limit the response to a yes or no and submit to the CRB letter system at crbscca.com.

STL

1. #15577 (Club Racing Board) Cylinder Heads
Should STL allow cylinder head porting at a 1% weight penalty, similar to STU? Please send your response through the CRB letter system at crbscca.com.

RESUMES

1. #15067 (Christopher Jurkiewicz) Resume for ST

Christopher Jurkiewicz has been added to the STAC.

2. #15598 (Tim Wise) Touring Advisory Board Resume
Tim Wise has been added to the Touring Committee.

3. #15786 (Adam Jabaay) Application for Super Touring Committee
Adam Jabaay has been added to the STAC.

4. #15868 (Scotty B White) Resume for Touring Committee
Scotty B. White has been added to the Touring Committee.

5. #15894 (Eric Yagel) STAC Position
Eric Yagel has been added to the STAC.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2014

NUMBER: TB 15-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutinizers

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

All changes are effective 1/1/2015 unless otherwise noted.

American Sedan

1. #15925 (American Sedan Committee) Clarify Bumper Rule

In Section 9.1.6.D.7.c.1, change the language as follows:

"Unless authorized in these rules or stated in a spec line, all bumper covers, ~~bumper absorbing material~~, and metal bumper bars shall not be modified or removed."

B-Spec

None.

Formula/Sports Racing

FA

1. #15772 (Robert Corliss) Restriction for SWIFT 016

In FA, Swift 016, change the notes as follows:

Engine: The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a ~~34~~ 33mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises

In FA, Spec line B Toyota 4AGE, change the restrictor as follow:

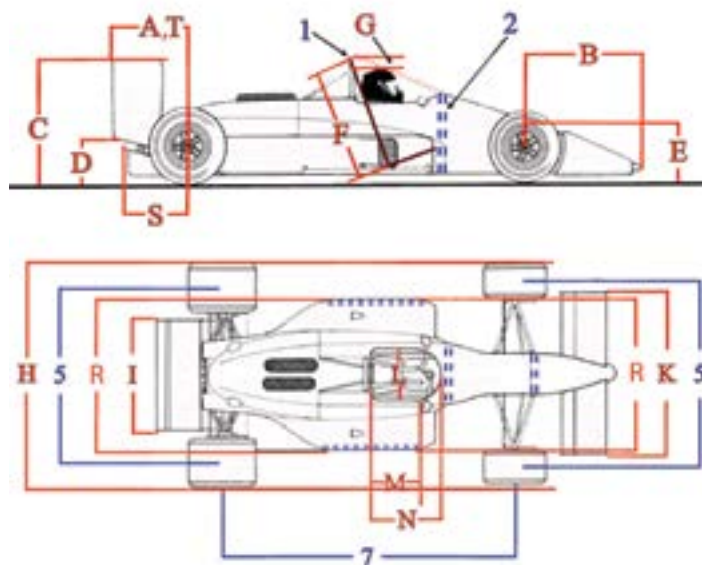
~~30~~ 31 SIR

FC

1. #15081 (SCCA Staff) RM 14-19 FF bodywork

In FF/FC table 4 and FB table 5, change line C as follows:

C. Maximum *wing* height measured from the ground *with the driver on board*.



In section 9.1.1.B.4.c, change the language as follows:

"...FC behind the centerline of the rear axle ~~nor exceed in height a horizontal plane 90cm above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage, fairings, and engine air box are not included in these restrictions.~~"

FB

1. #15846 (Formula/Sports Racing Committee) FB engine restrictors

Note: The CRB reviewed letter 15846 on the FB restrictor along with other available material. The decision has been made to retain the wording for the rule change approved in June 2014, letter 14003, and to include corrections from letter 15846. At this time no restrictor sizes will be specified however the table will be retained for future implementation. The CRB appreciates the considerable work that has taken place evaluating the methods to cap the HP in FB however without on track data and having considered input from the class stake holders moving forward with restrictors at this time is not the correct path. With help from the FB community it is anticipated that data will be available for decisions concerning engine performance as may be necessary in the future.

In Section 9.1.1.G.4.C, change the language as follows:

“The stock or factory racing ECU shall be used. The ECU fuel *and ignition maps* may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone aftermarket ECUs are not permitted.”

In Section 9.1.1.G.4.E, change the language as follows:

“Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms may be removed, substituted and/or disconnected. *All holes or passages resulting from the removal of any components must be plugged.* No *other* material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.”

In Section 9.1.1.G.5, change the language as follows:

~~“The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor at any time by publishing the requirements in Fastrack. Flat plate Individual Inlet Restrictors (IIRs) (FPIR) shall be used on all engines as indicated in Formula B Restrictor Table below. The restrictors shall conform to the definition within Appendix F of the GCR. All restrictors shall be installed within 4 inches of the primary throttle shaft *on the upper inlet side of the throttle body.* There shall be one IIR per cylinder. Restrictors may be mounted in any manner that does not reduce the intended effectiveness. All air for engine combustion processes shall flow through the restrictors.”~~

Proposed changes to the specified restrictor sizes must be accompanied by engine dynamometer data.

Formula B Restrictor Table				
Engine Make	Model	Years Produced	Restrictor Opening (mm)	Notes
BMW	R1000SS	2009-	38 none	
Honda	CBR1000RR	2008-2013	None not Required	Must use stock unmodified velocity stacks
Kawasaki	ZX10	2010 2011-2014	40 none	
Suzuki	GSXR1000	2007-2008	42 none	Baseline for Performance
Engines Introduced On Or Before 2012	All	-2012	42 none	
Engines Introduced On Or After 2013	All	2013-	38 none	

Competitor wishing to use any engines newer than 2014 model year must supply dynamometer data to the CRB to be approved for use.

FM

1. #15200 (John Bauer) Clarify Spring Length

In Section 9.1.1.E.11.F, change the language as follows:

“Springs: Front: six (6) or seven (7) inch *+ or - 1/4”*, ~~unrestricted~~ *unloaded free* length, 450, or 750 lbs./inch rate. Rear: eight (8) inch *+ or - 1/4”*, ~~unrestricted~~ *unloaded free* length, 400 or 500 lbs./inch rate.”

P2

1. #14089 (Bruce Gurney) Pinto Engine Spec Line

In P2, spec line F, change the notes as follows:

F	4 cycle 4 cyl auto based	2000	4	40.5mm/ 40.5mm Pinto: restrictor not required	1300	Approved engines list: MZR / Duratec Pinto: <i>see Note 2 below</i>
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Line F Note 2: Pinto engine 2000cc

1. *Camshaft is open.*
2. *Intake system is free- fuel injection is allowed.*
3. *Cast iron or Fast Forward cylinder head allowed – porting is allowed and open.*
4. *Rods and pistons are open.*
5. *Valves are open.*

2. #15135 (David Arken) P2 Spec Line Cars

In Section 9.1.8.1.M, change the language as follows:

“The intent of Table 1 is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the P2 rules. A car prepared in excess of the P2 allowances, but raced prior to 2014 may continue to use non P2 compliant components not listed in the spec lines (e.g. wings not listed in the spec line), but further development *to spec line columns (e.g. Wheelbase/Track and Notes)* must be compliant with the P2 rules”

“For individual cars included in any of the spec lines in Table 1; any deviation from spec line requirements, *further development*, requires the car to be made compliant to all current P2 requirements with a notation in the front of the logbook noting the requirement for the car to be compliant with all P2 rules. For example, should the spec line allow a different minimum width, and the car were to be changed to meet the P2 minimum width, then the minimum weight would also have to be increased, along with any other non-compliant components to make the car fully P2 compliant.”

3. #15254 (Eric O'Brien) Spec Line Car Engine Requirements

In P2, table 1 (spec line cars), spec lines A and B, add the engine notes as follows:

Yamaha 2002 and older w/ carbs not restricted.

4. #15295 (David Arken) Kawasaki 2004/5 Restrictor

In P2 engine table, Spec line B, change the Restrictor as follows:

Stock 37.5mm / 37.5mm *39.5mm / 39.5mm*

Modified 38.5mm / 38.5mm *40.5mm / 40.5mm*

In P2 Spec Line Cars, Spec Line A, change the engine notes as follows:

37mm / 38mm *39mm / 40mm*

In P2 Spec Line Cars, Spec Line B, change the engine notes as follows:

36.5mm / 37mm *38.5mm / 39mm*

5. #15921 (Club Racing Board) Errors and Omissions P2 Auto Flywheel

In section 9.1.8.C.1.L.a, add new section 10 as follows:

Any one piece flywheel with a minimum weight of 5lbs is permitted.

SRF3

1. #15834 (Erik Skirmants) A few SRF / SRF3 tweaks please!

In section 9.8.1.C, replace rule set as follows:

Rule set can be found at <http://scca.cdn.racersites.com/prod/assets/SRF%20rules%2012-3-2014.pdf>

GCR

1. #15136 (David Arken) Add Diffuser to Technical Glossary

In Appendix F, Technical Glossary, add the definition of Diffuser as follows:

Diffuser – See Aerodynamic Device definition.

2. #15907 (SCCA Staff) Legends Car homologation

In section 9.1.C.2.b, add the language as follows:

“Cars shall have two (2) red brake lights per GCR Section 9.3.32 with fifteen (15) watt (minimum) bulbs. Engine breathers shall be equipped with oil catch tanks per GCR Section 9.3.38. Minimum catch tank capacity shall be one (1) U.S. quart. All cars shall be equipped with a master switch (per GCR Section 9.3.34) easily accessible from outside the car. It should be located in the rear window just behind the “B” post on the right side. All cars are required an on-board fire system per GCR Section 9.3.23. All cars shall be equipped with a fuel cell meeting the specifications of GCR Sections 9.3.27; 9.3.27.1; 9.3.27.2 & 9.3.27.3. All suspension Heim joints shall be captured with a flat washer(s). Arm restraints are required in all Legends Cars. A current Legends Car Rules is required to be in the possession of each entrant. Legends Cars are specifically exempt from GCR 9.3.22 (Exhaust System), 9.1.9.A.2.d.1 (as it applies to tire protrusion from the fenders), and 9.3.54 (Window Nets).”

Grand Touring

GT

1. #15498 (Butch Kummer) Change to GTA LS-1 Engine Wording

In Section 9.1.2.G.IX, appendix C.2, change the language as follows:

~~“This is the LS-1 Corvette engine as used by the 2005 ASA series. This includes but is not limited to the Following:~~ *This includes but is not limited to General Motors LS-1 Corvette engine as modified below.”*

GT1

1. #15520 (Preston Calvert) Request to Add 2014-15 Porsche 991 GT3 Cup Car to GT-2
 In GT1-ST, classify the Porsche 991 GT3 Cup car as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Porsche 991 GT3 Cup</i>	<i>3800 cc</i>	<i>2900</i>		<i>Cars must be prepared in accordance with the appropriate model/year Porsche factory 991 GT3 Cup parts catalog/service manual.</i>

2. #15656 (Robert Logsdon) Allow Dodge Challenger body for GT1
 In GT1, classify the Dodge Challenger body as follows:
 Chrysler Corporation – *Dodge Challenger SRT (2014) 102.0/104.0”*

GT2

1. #15418 (Doug Yip) Addition of 85-89 MR2 to GT2
 In GT2, classify the Toyota MR2 as follows: (see attachment)

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>MR-2</i>	<i>85-89</i>	<i>2DR</i>	<i>RWD</i>	<i>91.3”</i>	<i>No factory rear spoiler/wing. Fuel cell may be relocated to front trunk area. 3S front engine/rear drive conversion @ 1950 lbs.</i>

2. #15756 (Ross Murray) Classify 2005-09 Mustang
 In GT2/ST, classify the Ford Mustang as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ford Mustang (2005-2009)</i>	<i>5687</i>	<i>3250</i>		<i>Aftermarket K members are permitted. Allow Ford racing crate engine DS 347 SR w/650 CFM Holley Carb. Competitor must have “Proper Engine Spec” documentation in possession. All other ST rules apply</i>

3. #15940 (Grand Touring Committee) Viper Comp Adjustment
 In GT2/ST, Dodge Viper, inch Comp Coupe, ACR/ACR-X, change weight and restrictors as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ACR-X	8300 OEM	3400 <i>3300</i>		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.
	8300	3300	(2) 50 <i>55</i> mm flat plates	
	8400	3400 <i>3300</i>	(2) 50mm flat plates	
	8400	3520 <i>3400</i>		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

4. #15941 (Grand Touring Committee) Corvette Comp Adjustment
 In GT2/ST, Chevrolet Corvette, change the restrictor size as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Chevrolet Corvette	7011	<i>3200</i>	65 <i>60</i> mm flat plate or 45mm SIR	GM LS7
	7011	<i>3400</i>	70 <i>65</i> mm flat plate	GM LS7

GT3

1. #15766 (Grand Touring Committee) GT3 letter 1
 In GT3, classify the Grand AM spec ST cars as follows:

<i>GT3 World Challenge Grand Am spec ST cars</i>
<i>Must be prepared to 2014 Grand Am spec ST rules. Competitor must provide rules upon request.</i>

2. #15767 (Grand Touring Committee) GT3 letter 2
 In GT3, classify the World Challenge spec TC cars as follows:

GT3 World Challenge spec TC cars
<i>Must be prepared to 2014 World Challenge TC rules. Competitor must provide rules upon request.</i>

GTL

1. #14940 (Joe Harlan) letter #14389
 In GTL, VW Engine, change the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs.)	Notes
water cooled (Production Limited Prep Level 2)	SOHC	81.0 x 86.4	1780	Alum, Non-Crossflow	2	Fuel injection or Two (2) 45mm carbs restricted to 32mm venturis	2065	Comp. Ratio limited to 12.0:1, Valve lift limited to .425". Use of manufacture's 52mm throttle body permitted. Intake manifold inlet may be machined to throttle body mating surface to a depth of no more than one inch. Dry sump and alternate rods allowed. Refer to PCS 9.1.5.E.2.a.e,f.g,h,i for limited prep level 2 build specs.

Improved Touring
 None.

Production

1. #15285 (Bobby Beyer) Clarification on shock rule
 In section 9.1.5.E.4.f.2.D, change the language as follows:
 "No shock absorber, McPherson struts/Chapman struts can be capable of adjustment by the driver while the car is in motion, ~~unless fitted as stock~~ *or can be electronically controlled.*"

In section 9.1.5.E.5.d.2, change the language as follows:
 "No shock absorber can be capable of adjustment by the driver while the car is in motion, ~~unless fitted as stock~~ *or can be electronically controlled.*"

In section 9.1.5.E.5.d.3, change the language as follows:
 "No Macpherson/ chapman strut can be capable of adjustment by the driver while the car is in motion, ~~unless fitted as stock~~ *or can be electronically controlled.*"

2. #15780 (Bill Lamkin) What changes to a stock gearbox require the 2.5% weight penalty
 In section 9.1.5.E.2.n.5, change the language as follows:
 " There is no weight penalty for the use of a stock transmission utilizing the stock case, *stock* gear ratio *set (as defined in the factory workshop manual)* and stock synchromesh style of gear engagement."

EP

1. #15815 (James Robertson) Caterham 7 America
 In EP, Lotus/Caterham 7 America, change the wheel size as follows:
~~13x6~~ *13 x 7.*
 Items not recommended from this letter are found in letter #15869, Minutes.

Spec Miata

1. #15837 (Spec Miata Committee) Expand Illegal Engine Coatings List
 In section 9.1.7.C, change the language as follows:
 "The use of any painting, coating, plating, or impregnating substance (e.g.,anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, *REM, isotropic finishing*, etc.) to any internal engine surface, internal transmission or differential surface, internal or external surfaces of the exhaust manifold or down tube is prohibited."

Super Touring

ST
 1. #15381 (Eric Heinrich) Engine, Transmission, and Differential Oil Coolers
 In section 9.1.4.L.2, change the language as follows:

"Vent and/or breather lines may be added to the transmission and/or differential. ~~1 transmission cooler and 1 differential cooler are permitted.~~ *Transmission and differential coolers are permitted.*"

In section 9.1.4.C.7, add the language as follows:

"Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels *or screens* mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact."

2. #15606 (Matt Blehm) Rule Clarification Question

In section 9.1.4.G.13, change the language as follows:

"The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. ~~Cars using a wet sump oil system shall safety wire or in some other way secure the oil drain plug.~~"

In Section 9.1.4.G.14, change the language as follows:

"Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged. ~~It is recommended that cars using a wet sump oil system safety wire or in some other way secure the oil drain plug.~~"

3. #15715 (Eric Heinrich) ST Category - Allowed Overbore

In Section 9.1.4.G.5, change the language as follows:

"Engines may be bored to a maximum of ~~.040 inch~~ *1.2mm (.0472in)* over standard bore size."

STL

1. #15431 (Paul Seiferth) Help the RX7 and 12A engines

In STL, table B, classify the Mazda RX-7 as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda RX-7 12A (79-85)</i>	<i>NA</i>	<i>2300</i>	<i>Street Porting of the engine only. Bridge porting, peripheral porting, and eyelash porting are prohibited. Contact SCCA National Office for details of Street porting. Stock Nikki 4 bbl carburetor on a stock manifold only. Modification of the water jacket in the area of the spark plug for cooling purposes is permitted.</i>

2. #15777 (Kyle Freiheit) STL Manifold Clarification

In section 9.1.4.2.B, remove section 2 and re-number:

~~"2. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise."~~

STU

1. #15207 (Club Racing Board) Honda K24

In STU, classify the Honda K24 engine as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda K24</i>	<i>2354</i>	<i>Chart + 2%</i>	<i>K20a2, k20z1, and k20z3 heads are permitted. Competitor must possess factory shop manuals for both engines</i>

Touring

T1

1. #14593 (Amir Haleem) Mazda RX8 in T1

In T1, classify the Mazda RX-8 as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Mazda RX-8</i>		<i>2750</i>		<i>May run Renesis, or 13B REW (93-96 RX-7) with OEM Twin Turbo Charger with no restrictor or any turbo charger with 44mm Turbo Inlet Restrictors permitted.</i>	

T2

1. #14531 (Charles Kim) Classification request for Cayman S (2014+)

In T2, Porsche Cayman S (2010), change the Spec line as follows:

Porsche Cayman S (2010-~~2012~~)

In T2, Classify the 2013-2014 Porsche Cayman S as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche Cayman S (13-14)</i>	<i>97 x 77.5 3400</i>	<i>2474</i>	<i>18 X 9 (F) 18 x 11 (R)</i>	<i>255 (F) 315 (R)</i>	<i>3.31, 1.95, 1.41, 1.13,.95, .81</i>	<i>3.89</i>	<i>(F) 330 x 28 Vented (R)299 x 20 Vented</i>	<i>3150</i>	<i>Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed . Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed.</i>

2. #15825 (SCCA Staff) Ford Mustang GT Year

In T2, Ford Mustang GT 5.0L (10-12), change the spec line title as follows:

Ford Mustang GT 5.0L (~~10-12~~ **11-14**)

3. #15173 (Touring Committee) Add E46 M3 to T2

In T2, classify the BMW E46 M3 and BMW Z4M as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW M3 (01-06)</i>	<i>87 x 91 3246</i>	<i>2731</i>	<i>18x9 F&R</i>	<i>275</i>	<i>4.23, 2.53, 1.67, 1.23, 1.00, 0.83</i>	<i>3.62</i>	<i>(F) 365 (R) 350</i>	<i>3100</i>	<i>Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb. max. May locate rear spring on shock. Dinan D763-1600A, Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R Permitted.</i>
<i>BMW Z4M (06-08)</i>	<i>87 x 91 3246</i>	<i>2497</i>	<i>18x9 F&R</i>	<i>275</i>	<i>4.23, 2.53, 1.67, 1.23, 1.00, 0.83</i>	<i>3.62</i>	<i>(F) 365 (R) 350</i>	<i>3100</i>	<i>Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb max. May locate rear spring on shock. AFE 54-115821, Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R Permitted</i>

T2-T4

1. #15475 (David Stchur) T2 Camaro Requests

In T2, Chevrolet Camaro SS 1LE (10-14), change the weight and notes as follows:

Weight: ~~3625~~ **3675**

~~67~~ **70** mm flat plate restrictor required

2. #15519 (Touring Committee) Clarify cat replacement

In Section 9.1.9.2.D.1.h.1, add the language as follows:

"All cars classified in Touring (unless specified on spec line) may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. *If the catalytic converter is part of the stock exhaust header, it is permitted to modify the stock header only to replace the catalytic converter with a pipe of the same diameter inlet and outlet.* The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged."

In T4, remove all catalytic converter references from spec lines.

3. #15521 (Touring Committee) 2015 class changes

In T4, Mazda MX-5 (06-08) and Mazda MX-5/ Club Model (09-13), change the notes as follows:

MX-5 Cup handling package permitted with a ~~50~~ **100** lb. weight increase.

Effective 3/1/2015: In T4, change the spec lines as follows:

T4	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW Z4 2.5L (03-05)	84.0 x 75.0 2494	2495	1500 / 1550	17 x 8 Alum	245	4.23, 2.52, 1.66, 1.22, 1.00	3.46	(F) 286 Vented Disc (R) 280 Solid Disc	3145 3045	50mm Flat Plate Restrictor required. The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. Limited slip differential allowed at 3245 3145 lbs.
Ford Mustang V6 (05-10)	100.4 x 84.4 4000	2724	1582.5 / 1587.5	16 x 7 / 17 x 8 (F&R)	245	3.75, 2.19, 1.41, 1.00, 0.72	3.31	(F) 292.1 Vented Disc (R) 299.8 Vented Disc	3475 3375	50mm Flat Plate Restrictor required. The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M-5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. Panhard bar, part # BAR-M-4264-A permitted; must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. Auburn 542023 or Detroit 912A316 limited slip allowed.
Honda Civic Si (06-11)	86.1 x 86.0 1998	2649	1499 / 1527	17 x 7 Alum	235	3.27, 2.13, 1.52, 1.15, 0.92, 0.66	4.77	(F) 300 Vented Disc (R) 260 Solid Disc	3000	55mm Flat Plate Restrictor required. The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Honda Factory Performance Suspension Kit #08W60-SVB-100 allowed.
Honda Civic Si (12-13)	87.0 x 99.0 2354	2620 (2 dr) / 2670 (4 dr)	1499 / 1522	17 x 7 Alloy	235	3.27, 2.04, 1.43, 1.07, 0.83, 0.65	4.76	(F)300 x 25 Vented (R) 260 x 9 Solid	3125 3025	52mm Flat Plate Restrictor required. The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N 51410F23SA00) allowed.
Honda Civic Si (2014)	87.0 x 99.0 2354	2 door: 2620 4 door: 2670	1504 / 1522	18x7	235	3.27, 2.04, 1.43, 1.07, .83, .65	4.75	(F) 300 x 25 Vented (R) 260 x 9 Vented	3125 3025	52mm Flat Plate Restrictor required. The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N51410F23SA00) allowed.
Mazda RX-8 R3 (04-09)	2600	2703	TBA	18 X 8 (F&R)	225	3.76, 2.27, 1.65, 1.19, 1.0, 0.84 Alt: 3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.44 Alt: 4.78	(F) 323 Vented Disc (R) 303 Vented Disc	3250 3150	60mm Flat plate restrictor required. Mazdaspeed radiator #0000-01-8501 allowed. Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Catalytic converter may be removed. Aftermarket wheels at a minimum weight of 15 lbs. each are allowed. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Only Mazdaspeed front sway bar kit #0000-04-8302-AD and Mazdaspeed coil spring kit #QSEA-34-01Z allowed.

4. #15728 (Michael Sullivan) Corrections and addition for 2011-13 Mustang V-6

In T3, Ford Mustang V6 (11-13), change the notes as follows:

"The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover#M-4033-K, Spring Kit #M-5300A (M-5310-A Front, M-5560-A Rear), **Max spring rate of 500 lbs/in. F, 300 lbs/in rear**, Strut Tower Brace #**M-20201-S197, M-20201-F**, Sway bar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Boss 302R Steering EPAS Steering rack #M-3200-EPAS, Boss 302R/SABS Module #M2353-C. 14" Brembo Brake Kit#M-2300-S permitted. Driveshaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. Cold air kit #JLT CAIFMV6-11 permitted. GT/CS Front Fascia #BR3Z-17626-AA, or **CR3Z-17626-AB, GT/CS front bumper cover #AR3Z-17D957-BA, allowed if used with front fascia**, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted."

5. #15760 (Touring Committee) T2 changes for 2015
 Effective 3/1/2015: In T2, change the spec lines as follows:

T2	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ford Mustang Boss 302 (2012)	92.220 x 92.7 4957	2720	18 X 11 (F) 18 x 11 (R)	295	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	3.73	(F) 355 x 32.1 Vented (R) 300 x 19.2 Vented	3525 3500	The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear), Strut Tower Brace #M-20201-S197, Sway bar Kit #M-5490-A, Jounce Bumper Kit #M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft is allowed. Flat plate restrictor 57 54 mm required.
Ford Mustang GT 5.0L (10-12)	(92.220) x (92.7) / (4957)	107.1	18 x 11 (F) 18 x 11 (R)	295	3.66, 2.43, 1.69, 1.32, 1.00, .65	3.31 3.73	(F) (355) x (32.1) Vented (R) (300) x (19.2) Vented	3525 3500	The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear), Strut Tower Brace #M-20201-S197, Sway bar Kit #M-5490-A, Jounce Bumper Kit #M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft permitted. Flat plate restrictor 62 59 mm required.
Ford Mustang Coupe GT & Shelby GT 5.0L (05-10)	(92.220) x (92.7) (4957)	2720	18 x 10 (F & R)	295	3.38, 2.00, 1.32, 1.00, 0.68	3.55 or 3.73	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	3480	The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M- 5300-K, sway bars M-5490-A, damper kit M-18000-A. 2005-2010 Mustang GT 4.6L may be converted to 2011-2012 5.0 liter specifications with 62 59 mm Flat Plate Restrictor; if done, all drivetrain components must updated to the later model; VIN number will be disregarded for this conversion.
Spec Mustang								3400	Must meet all requirements of Spec Mustang rules located in the Appendices. Cars must Comply with all SCCA T2 graphics and marking rules, including the posting of minimum weight. It is the responsibility of the driver to declare if its running under T2 rules or SMG rules.
Pontiac Solstice GXP Coupe / Convertible (07-09)	85.3 x 86.1 1998	2415	18 x 9.5	295	3.75, 2.26, 1.51, 1.00, .73	3.73	(F)296 Vented (R)278 Solid	3000 2950	Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed. Maximum spring rate 800 lb/inch for coil over type spring permitted.

6. #15769 (Charles Tanck) 9.1..9.2.T4 Spec Lines
 In T4, Chrysler Neon ACR SOHC (4 door) (01-02), change the spec line title as follows:
 Chrysler/ **Dodge** Neon ACR SOHC (4 door) (01-02)

7. #15771 (david mead) Clarify interior delete rules
 In section 9.1.9.2.D.9.d.2, add the language as follows:
 "Carpets, carpet padding, center consoles, floor mats, head- liners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms and front door windows may be removed. **Sound deadening (melt sheets) and undercoating may be removed on the interior only.**"

8. #15890 (SCCA Staff) Wheels in Touring

In section 9.1.9.2.D.7.a, add a new section e, as follows:

"T4 only: (unless specified on spec line) Any aftermarket wheel with a minimum weight of 15 lbs allowed."

In T4 spec lines, remove the language as follows:

~~"Aftermarket wheels at a minimum weight of 15lbs. are allowed."~~

9. #15891 (SCCA Staff) Spec line clean up

In Touring spec lines, remove the language as follows:

~~"Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged."~~

T3

1. #14141 (Greg Obadia) Make SM5 T4 legal

In T3, classify the Mazda Spec MX-5 as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda Spec MX-5</i>									<i>Car must comply with the SCCA Mazda Spec MX-5 rules found in GCR section 9.1.11</i>

2. #14974 (Charles Kim) 2011-2014 WRX classing

In T3, Subaru WRX (12-14), change the spec line title as follows:

Subaru WRX (~~11~~ 12-14)

3. #15156 (Jim Leithauser) Little more help, T3 BMW Z4 3.0si

In T3, BMW Z4 3.0si Coupe (07-08), change the weight as follows:

~~3200~~ 3100

4. #15174 (Touring Committee) Give the E46 M3 a little help

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

~~48~~ 52 mm flat plate restrictor required

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

~~48~~ 51 mm flat plate restrictor required

5. #15750 (David Stchur) Addition to letter # 15474

In T3, classify the Cadillac ATS as follows:

T3	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Cadillac ATS (2015)</i>	<i>86 x 86 / 1998</i>	<i>2775</i>	<i>Coupe 1532, 1568 Sedan 1512, 1548</i>	<i>18x9 max</i>	<i>275</i>	<i>4.12, 2.62, 1.81, 1.3, 1.0, .80</i>	<i>3.27</i>	<i>321mm 315mm</i>	<i>3300</i>	<i>37mm TIR required. GM 23497689 package springs allowed. 23315239 sway bars allowed. Lower front bumper running lights/ decorative bars removal allowed</i>

6. #15801 (Touring Committee) T3 370Z changes

Effective 3/1/2015: In T3, Nissan 370Z (09-13) / 370Z NISMO Edition (09-11), change the notes as follows:

2- ~~52~~ 50 mm flat plate restrictors required.

T4

1. #14642 (Drew Spoto) Reduce weight for Camaro and Firebird

In T4, Chevrolet Camaro V-6 (96-02) and Pontiac Firebird V-6 (96-02), change the weight as follows:

~~3300~~ 3250

2. #15189 (Stan Czacki) RSX Adjustments

Effective 3/1/2015 In T4, Acura RSX/ RSX Type-S (02-06), change the weight and notes as follows:

Type-S ~~2800~~ 3000

Type S must run 55mm flat plate restrictor

3. #15220 (Tim Myers) Request classification of 2014/2015 Dodge Dart in T4
In T4, classify the Dodge Dart as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
Dodge Dart (14-15)	B: 88 S: 97 2360	2692	1575 1575	17 x 7.5 18 x 7.5	245	3.90 2.11 1.36 0.97 0.75 0.62	4.12	TBD	3000	The following parts are allowed: Aftermarket wheels at a min. weight of 15 lbs. each. Cold Air Intake. Eibach 28113.880 suspension. Eibach camber kit, part #226302. Mopar rear diffuser, part # 226709. Mopar front chin spoiler. Mopar rear decklid spoiler. Front strut bar. Spectrum plug and play tuner.

4. #15270 (Tim Myers) Request classification 2014/2015 Ford Fiesta ST
In T4, classify the Ford Fiesta ST as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
Ford Fiesta ST (12-15)	1596cc	2490	1474 1448	17 x 7.5	225	3.72 2.05 1.36 1.03 0.82 0.69	3.82	280mm 254mm	2800	28mm TIR required. Aftermarket wheels at a min. weight of 15 lbs. each. Eibach 35143.880, or Ford racing suspension kit (part # TBA) Spool tuning part #FFISTWBM or Cobb Tuning rear motor mount part # 892001. Whiteline # KCA412. Front strut brace. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used?

5. #15283 (Tim Myers) Request classification 2015 Mazda3
In T4, classify the 2015 Mazda 3 as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
Mazda3 (2015)	89 x 100/ 2488	2700	1555 1560	18 x 7	235	3.36 1.95 1.30 1.03 0.84 0.68	3.85	296mm 265mm	2800	Eibach 5557.140, 5557.320. OR Mazdaspeed suspension # (part TBA) Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates.

6. #15333 (Touring Committee) Request classify Audi A3 in T4
In T4, classify the Audi A3 as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
Audi A3 (2015)	82.5 x 92.8/ 1984	2637	1555	17 x 7.5	245	3.46 2.05 1.30 .90 .91 .76	3.99	313mm 272mm	3100	30mm TIR required. Aftermarket wheels at a min. weight of 15 lbs. each. Sway bars up to 30mm.H&R 28860-4.

7. #15336 (Touring Committee) Request classify BMW 320i in T4
In T4, classify the BMW 320i as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>BMW 320i (2014-2015)</i>	<i>83.8 x 88.9/ 1,997cc</i>	<i>2819</i>	<i>1532 1573</i>	<i>18 x 8 MAX</i>	<i>245</i>	<i>3.5, 2.01, 1.31, 1.0, .81, .70</i>	<i>3.08</i>	<i>313mm 300mm</i>	<i>3150</i>	<i>30mm TIR required. H&R 28878-2, or Eibach 20121.140. Sway bars up to 32mm. Sport Package (except wheels) allowed.</i>

8. #15344 (Touring Committee) Request classify 2014 2015 Hyundai Veloster T4
In T4, classify the Hyundai Veloster Turbo/ R-Spec as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Hyundai Veloster Turbo/ R-Spec (14-15)</i>	<i>77.0 x 85.4 1591cc</i>	<i>2650</i>	<i>1557 1570</i>	<i>18 x 7.5</i>	<i>235</i>	<i>3.31 1.96 1.29 .98 .78 .63</i>	<i>4.47</i>	<i>300mm 262mm</i>	<i>2800</i>	<i>28mm TIR required Eibach 4247.140, or H&R 28902-2. Sway bars up to 32mm. Front strut brace. Karbonkoncepts Veloster standard Carbon fiber front splitter (2x2") Front camber bolts. Pierce motorsport pmut-rcamkit.</i>

9. #15345 (Touring Committee) Request classify 2014 2015 Scion TC T4
In T4, classify the Scion TC as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Scion TC(14-15)</i>	<i>90 x 98/2494</i>	<i>2693</i>	<i>1550 1550</i>	<i>17 x 7.5</i>	<i>245</i>	<i>3.54 2.05 1.38 1.02 .88 .73</i>	<i>4.06</i>	<i>mm mm</i>	<i>2950</i>	<i>Eibach 4.10182.880, or Scion suspension kit (Part # TBA) Sway bars up to 30mm. Aftermarket wheels at a min. weight of 15 lbs. Cold air intake. Aftermarket header. Front strut tower brace.</i>

10. #15889 (SCCA Staff) Shocks in T4
In section 9.1.9.2.D.5.b.2, add the language as follows:

"T4 only: (unless specified on spec line) Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used."

In T4 spec lines, remove all language as follows:

"Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used."

11. #15347 (Touring Committee) Request classify 2015 Kia Forte Koup in T4
In T4, classify the Kia Forte Koup as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Kia Forte Koup (14-15)</i>	<i>85.4 x 77 1591cc</i>	<i>2693</i>	<i>1550 1550</i>	<i>18 x 7.5</i>	<i>245</i>	<i>3.31 1.96 1.26 .98 .78 .63</i>	<i>4.47</i>	<i>300mm 262mm</i>	<i>2850</i>	<i>29mm TIR required. Eibach 4617.140. Front strut tower brace. Sway bars up to 30mm. Aftermarket wheels at a min. weight of 15 lbs. each.</i>

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL

AGENDA

12/10/2014

➤ Participants:

Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Matthew Yip, Roy Mallory, Robin Langlotz, Ted Theodore, and Heyward Wagner.

➤ Reports:

BoD Report/Information

- No BoD report – next meeting Dec 13-14, 2014
- TTAC moving under control of Experiential Programs
- Experiential Programs
 - Develop awareness within Club
 - Create support for Regional and National programs
- Submitted for BoD approval
 - Medical exam self-certification for Time Trials license holders

Pending for 2015

- Multi-year licensing
 - Time Trials licenses available for 1, 2 and 3 years
 - Pricing TBD

➤ Ongoing Business:

Letter log review

- No new letters

Convention plans and topics

- Approved attendees
 - TTAC Chair and one member
- Track Inspection program
 - TTAC attendees
 - Roy Mallory
 - Dave Deborde
 - Ted Theodore

Specialty Groups:

- TTSC – Time Trials Safety Council
 - Ad Hoc committee – no regular meetings
- Track inspections
 - Identify PDX/TT Track Inspection criteria based on existing Track Inspection Guidelines (see Motion below)
- Driver Instruction
 - Licensing requirements
 - Training preferred at local level

➤ New Business:

- Identify methods of increasing event attendance
 - Combine PDX and Time Trials events

➤ Action Items:

- Motion to National BoD
 - Request release of Track Inspection Guidelines to TTAC
 - Motion passed, one abstaining

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 3, 2014

The RallyCross Board (RXB) met via conference call on December 3. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, 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 (Ron Foley): Foley reported that no incident reports had been submitted or reviewed by the Safety Committee during the past month.
- RallySprint Committee (Brent Blakely): Blakely distributed and requested feedback on samples of a tech sheet, a sanction and insurance application, and roll cage requirements for RallySprints. The rules will need to be completed in order to get Risk Management approval and to determine event sanction and insurance fees. Hyatt requested that the National Office create a separate RallySprint heading in the forums. A separate Facebook page was also requested once events are underway.
- Divisional RallyCross Steward Liaison (Ron Foley): Foley replaced Hyatt as RXB liaison for the November Divisional RallyCross Steward call. Foley requested that the Stewards consider and submit nominations for the annual RallyCross awards. He also requested that the Stewards begin working on their 2015 schedules, especially National Challenge dates.

Old Business

- Modified category preparation allowances (Keith Lightfoot): Lightfoot is progressing on a draft to clarify what aspects of a vehicle must remain intact in the Modified Categories to be considered a production-based vehicle. The draft is forthcoming and will be distributed to the RXB for approval prior to being released as a competitor bulletin.

New Business

- RXB changes: The RXB wishes to thank Warren Elliott for his years of service and contributions to the RXB and the sport of RallyCross.

Motion: Recommend for BOD approval Chris Regan of the New England Region as a member of the RXB. Hyatt/Foley. PASSED 5-0-1. Elliott absent.

- National Championship Committee: The RXB received several requests from volunteers to be on the National Championship Committee for 2015. Hyatt requested that the RXB review each of the volunteers and be prepared to recommend four to be on the Committee. Hyatt will serve as the RXB liaison to the Committee. The first task for the Committee is to finalize the 2015 Supplemental Regulations. The next major task will be to plan the 2015 RallyCross National Championship by referring to the recent survey results and forum comments to create a new and better format for an improved event.
- National Convention: Howard Duncan summarized the changes to the National Convention format. The RXB discussed the options and concluded that Hyatt and Foley would represent the RXB at the 2015 National Convention. An RXB strategic planning session will occur at another time and place.
- Annual RallyCross awards: In an executive session the RXB discussed and voted on the following RallyCross awards to be announced and presented at the recipients' respective 2015 Divisional Conventions: Region of the Year, Division of the Year and Spark Plug. The Dirty Cup award, which will be announced and presented at the 2015 National Convention, will be voted on at the next RXB meeting.
- 2015 RallyCross National Championship (RXNC) site search: Howard Duncan reported on the progress of the 2015 RXNC site search. The search has been narrowed to two viable sites. Further information concerning both sites continues to be gathered and evaluated. Once a decision is made and a contract is secured, a public announcement of the location and date will be released.
- RallyCross goals for 2015: Hyatt requested that each RXB member submit two or three goals and future plans to focus on for 2015. He would like to incorporate these goals as part of the RallyCross Strategic Plan. Next meeting: January 7, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes December 4, 2014

The RoadRally Board met by conference call on December 4, 2014; meeting called to order by chairman Rich Bireta at 7:37 pm CST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, BOD Liaison Tere Pulliam, and Deena Rowland from the National Office; absent: Sasha Lanz, Len Picton, BOD liaison Peter Zekert.

The November minutes were approved (Chuck/Clarence/pass).

Front Burner Items:

1. ***** Prior month RRB Action items
 - a) Toolbox web site links broken (Deena) Open
Should be working now, Len needs to verify correct operation
 - b) Draft Regional Rule Book (Jeanne) Open
Jeanne just sent it to Clarence for his input; still needs work
 - c) Assist Jeanne with Regional Rule Book (Clarence) still looking over Open
 - d) Bring 2014 points up to date (Chuck) Open
Mostly up to date, all events received are up to date, still missing some results, still needs corrections, especially some people's experience classifications
 - e) Post 2014 points status to scca.com (Deena) Open
Rich suggested she hold off posting until complete
 - f) 2013 Awards distribution (Chuck, Bruce Gezon) Done
Chuck contacted Bruce today; awards were shipped Nov 13
 - g) USRRC 2014 Results to be posted? Deena has posted them Done
 - h) Tiered membership memo to BOD (Rich) Sent
Tere confirmed that it has been distributed to BOD members; they meet next weekend, may be discussed then, difficult to have it for just one segment of club, must be across the board; in support of this, Rich also forwarded a letter from Doug Shepherd about why he is not renewing
 - i) Solicit Publicity Chair position for 2015 Coker (Rich) Open
Rich spoke with Joe Clouatre about this, he will think about it
 - j) Response to Gary Patrick in Dropbox Drafted
 - k) Dave Head Response in Dropbox Drafted
2. RReNewsletter
A really good newsletter issue this past month. Please continue to support Cheryl's efforts by submitting articles, meeting her deadline wherever possible. Rich likes the variety of editors and contributions; Cheryl is hoping to have monthly issues in 2015
3. 2015 Convention
You all should have seen Howard's note regarding the 2015 SCCA Convention, the refocusing and shortening of the agenda. The RRB will not be attending the convention as a group, though the SCCA will support a separate face-to-face RRB meeting. Howard suggested meeting in conjunction with a Divisional convention. Clarence has been invited to the Rocky Mountain Division convention in January. Should we all meet in Denver in conjunction with the RMD convention the weekend of January 25? Denver features inexpensive air fares and a central-ish location. The focus will be on strategic planning – what to work on, what not to work on, set boundaries on what we will or will not do. Clarence will get info about the schedule.
4. Change of day for RRB conference calls
We need to find a day and time that works for the 2015 RRB; please forward times you may be available/unavailable to Rich; need to check with new member(s) also
5. 2013 Awards, Chuck
The 2013 awards should have been distributed in late November; done; see 1.f above.
6. 2014 Points status
Chuck released 2014 points for all series over the Thanksgiving weekend; continuing to work on them; see 1.d above.
7. POR sanction policy
Chuck has raised the question of whether Detroit's Press on Regardless event should be treated as one or two events. The event is two days, 500+ miles, 25+ controls/day. They get one sanction for the

event but allow entries for a single day and report results separately for each day for National points purposes. Rich said that his feeling is given the unique nature of the event, its history, and its length, the current process we are following is appropriate. POR recent history as been single sanction for two events; Deena has been giving is a single sanction, but the committee was recently been offering separate rallies; Rich said to have them submit one set of results for national points per sanction, let their committee decide which rally, or pay another sanction fee for two sets of results. Jeanne said there should be one set of results per sanction number. Does this interpretation mean that combined events like Indy or SJR have to have two sanction numbers? Jeanne says no because the events are on the same day. Clarence says that the problem is really with the \$100 minimum (see item 14) and that combination events really should have separate sanctions for each part of the event.

8. Gervais and Tour Rally of the Year Voting
Chuck has sent a list of eligible voters to Bruce Gezon who will send out the form letter and ballot; ballots will be returned to Deena, and she and Rich will tabulate them. Results will be held in confidence until the Divisional Convention, where the awards will be made. More on this in January.
9. 2015 Rules Changes / RRRs (Chuck)
Chuck has started on updating the 2015 RRR's pending BOD approval of the submitted rules changes; Bruce will be sending the updated Lifetime Points for inclusion, and as soon as the points become final, the Champions will be included and the document should be final.
10. NEC Report (Chuck)
No meeting in Dec; they have received generals for the SJR March national, Clyde will be liaison.
11. Dave Head's letter re: Clock Setting on Nationals – see 1.k above.
12. Response to Gary Patrick re: Safety Steward -- see 1.j above.
13. 2015 RRB new member(s) – discussed in Executive Session
14. Audit Form / Sanction Fees (Sasha)
Deena will check with Howard about setting eliminating the minimum sanction fee. The audit form
Sasha sent still includes the \$100 minimum for Nationals, but he agrees that it should be deleted,
Clarence agrees. Motion: eliminate \$100 minimum sanction fee for nationals, change to a per car basis. Chuck/Clarence/Pass
15. New Business / Open Forum
 - a) see Executive Session
 - b) Clarence postponed Yucatan because he is finding that the youth demographic is not available on Saturday mornings
 - c) Deena – “there are changes being made” in the office, everything going on-line, no more spreadsheets that she has been using for her calendar, more info to come.
 - d) Clarence has a concern about running combined regional/national events on the same day using the same course and instructions having to be reported as a single set of results; he thinks this needs to be changed. More on this next month.
16. What is your one RRB task this month?
Clarence – talk to Denver people
Jeanne – minutes, regional rule book
Chuck – points, RRRs
Tere – “it's been a pleasure working with you this year”
Rich – find a date for Jan meeting; send memos (Gary Patrick, Dave Head/timing)
17. Items for 2015
 - a. RRRs – Definition and restrictions on Social Rallies need to be added.
 - b. Replace DropBox

Meeting adjourned at 10:00 CST.

Next meeting tentatively January 6, 2015, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

December 10, 2014

To: The SCCA Road Rally Community, Organizers and Competitors

From: The SCCA Road Rally Board

Subject: The Need for Accuracy

Ours is a motorsport focused on accuracy and precision. The state of road rally competition, especially at the highest levels, is intense. The winning score on a National SCCA Tour event or in Regions such as Detroit is small, often averaging less than 0.005 minute per leg. Margins of victory are also small, often just a single point; ties are not uncommon.

We have reached a state in these events where competitors are as equally armed in their ability to measure mileage and determine the time of day as the organizers. In order to make these events as fair as possible and to minimize the extent to which "rally luck" influences the outcomes, the SCCA Road Rally Board asks organizers of these events to redouble their efforts in the following areas:

Checkpoint Clock Setting [RoadRally Rulebook (RRR) Article 16 I (Official Time)]: The official clock should be set to WWV or CHU time adjusted to the local time zone. The signal should be acquired via short wave radio.

Mileage Measurement [RRR Article 17 (Official Mileages)]: The route should be measured and calculated with a pulse counting, digital odometer to the 0.01 mile. A tire warm up and odometer length of sufficient length should be included in the route.

Leg Time Computation [RRR Article 18 D (Standard Computation)]: Ideal legs times should be computed as specified in this article.

Checkpoint Operation: The process for determining the competitor's in time should be consistent throughout the event. Ideally, an "automatic" timing line (such as an air hoses attached to a TimeWise clock) should be used. Alternatively, a worker stationed AT the in line with the clock & walkie-talkie, the use of a precise reference such as a line or string across the road, or the employment of "mirror boxes" should be considered.

Your renewed attention to these details is appreciated.

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/>