

BOARD OF DIRECTORS

The SCCA National Board of Directors met via conference call Monday, January 20, 2015 at 8.00 pm Central. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; and Mindi Pfannenstiel, Senior Director of Accounting.

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 Helman.

Chairman's Review - Walsh

The Foundation Board is working on the process of relocating the SCCA archives. Changes to the SCCA Foundation Board include resignations by Dennis Dean in January 2015 and Mike Collins in December 2014.

BOARD STATEMENT: The Board of Directors wishes to express their appreciation to Dennis Dean and Mike Collins for their service to the SCCA Foundation.

Presidents Report - Noble

Noble reported meeting with RRDC (Road Race Drivers Club) in Florida. In addition, consulting with standard partners, and potential new partners ongoing. Minor renovation of SCCA offices underway. Planning and support functions in full swing for the National Convention in February.

CCC intent and rules - Prill

SCCA Staff will have a Spec Miata compliance proposal for BoD at Convention. Staff is looking for alternatives to implementing a compliance fee. It's important that the plan is thoroughly communicated to the membership so that classes understand they are not funding SM compliance. Any class desiring a class compliance chief must fully fund the effort. Discussion that the Class Compliance Chief "CCC" rules on compliance only and does not rule on penalties. Compliance issues are referred to Series Chief in Majors, Chief Steward for other races. Penalties, appeals etc. will continue to follow the normal GCR process. This has been discussed with Exec Stewards. Class Compliance Chief is not appointed locally or by the Chief Steward, should be appointed by Club Office. Suggestion made that if we want to appeal CCC technical issues, CRB could be the appeals path for consideration but no decision to change this was made. CCC decision on technical aspects as non-protestable stands. Discussion noted that non-compliance should be noted in the log book.

Club Racing appointed John Bauer as Class Compliance Chief for early Sebring Majors race, language added to supps to allow pulling of heads without posting bonds. 2 heads were found non-compliant. General support from SM community on the level of tech and Ok with imposition of a compliance fee. Staff is building a general schedule of CCC attendance at various races.

Butler/Harris lead discussion on the 2.5 Rule in GCR was suspended by BoD until 2015. BoD needs to either amend this to 2016, extend suspension indefinitely, or remove from GCR entirely. Discussion was that specific date extension decision forces BoD to keep class consolidation in mind. Further discussion suggested that when BoD reviews Majors Class Accord proposal final resolution of 2.5 rule can be made.

MOTION: Harris/Helman: Amend suspension of GCR section 9.1.13, A and B until 2016. PASSED - Unanimous.

Meeting Adjourned 9:10PM Central

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SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 28, 2015

The Solo Events Board met by conference call January 28th. Attending were SEB members Steve Hudson, Eric Hyman, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Member Advisories

Tire Rack Solo Nationals

Members interested in being a Course Designer for the 2015 Solo Nationals are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

SEB

The SEB thanks Dave Feighner for his service as a member of the Solo Events Board.

The SEB thanks Steve Hudson for serving as its Chair. Steve is remaining on the SEB for the rest of 2015.

Street

#16020, 16031 SAC Applications

Thank you for your application. Your information will be kept on file for consideration when future vacancies arise.

#16153 Resume'

The SEB has approved the addition of Nick Babin to the SAC.

#16208 Resume'

The SEB has approved the addition of Andy Thomas to the SAC

#16210 Shock Attachment Clarification

It is not permitted to modify the top shock mount on the rear, as there is no allowance to modify and/or add hardware to the standard part.

#16218 Rollover Risk Vehicles Clarification

The following vehicles qualify for street classification based on SSF, which supersedes the track vs. width dimensional criteria.

- Chevy Sonic
- Nissan Versa
- Toyota Yaris
- Honda Fit

The Fiat 500 standard model is not eligible for Street category.

Street Touring

#16235 Toyo R1R Recertification

In response to the subject letter regarding the new 200TW R1R: The STAC has examined photos of the new tires and they do in fact have the correct 200TW stamp. We will continue to evaluate any new information that becomes available.

Street Prepared

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

com. The committee could particularly use someone with FSP, SSP, or ASP experience.

Street Modified

#15897 Resume'

The SEB has approved the addition of Mike Brausen to the SMAC.

Change Proposals

Modified

#14946 Cooling fans in Formula F / CM

In order to be ready to deal with the consequences of a potential GCR change limiting the use of cooling fans, the MAC proposes the following change to the first paragraph Solo Rules section 18:

"18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) *and cooling fans* are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s)."

#15029 FSAE Aero Proposal

The MAC prefers to keep the National FSAE aero rules consistent with the current-year FSAE specifications. If prior-year cars have aero which is beyond the current allowances, the cars can compete legally by removing the non-compliant aero components. It is also noted that Regional programs can permit FSAE cars to run in class A Modified.

The MAC also recommends the following rule change proposal, to better state the intent and allowances of FSAE:

"18.5 FORMULA SAE

The purpose of the FSAE class is to attract teams from area colleges/universities and introduce them to the SCCA community. FSAE is a supplemental class which all Regions are encouraged to offer. FSAE drivers and teams should expect to find a welcoming competitive environment that values all aspects of theory and experience related to competition driving and vehicle preparation. FSAE teams are also encouraged to enter SCCA National Solo events (including the SCCA Solo National Championships) to experience, learn from and enjoy National level competition.

Compliance with 18.5 A. is required for all FSAE cars entered in both regional and National events. Additional FSAE rules at the regional level are optional and would be expected to encourage entries and meet any unique needs of the region and teams. All of 18.5 A. through F. is in force for National-level competition.

A. In addition to all FSAE safety rules from any year single year (1985-on), SCCA® safety rules per the applicable portions of Sections 3.3 and 18.4.A shall be met.

B. Vehicles *shall be* constructed to *any a* single year's Formula SAE rules (1985-on) *and must* include all FSAE safety items for that *single particular* year. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.

C. Transponder and FSAE lettering is not required.

D. These vehicles are assigned to Supplemental Class FSAE, which may run as a subgroup of AM but shall be scored separately. *Awards will be presented in National competition as set forth in the National supplemental regulations available at www.scca.com/solo.*

FSAE cars must also meet the following minimum criteria:

- ~~1. Current year FSAE restrictor plate and engine displacement rules. Restrictor requirements are as follows:-~~
 - ~~a. Gasoline fuel: 20.0 mm (0.7874") intake restrictor~~

b. E85 fuel: 19.0 mm (0.7480") intake restrictor

c. M85 fuel: 18.0 mm (0.7087") intake restrictor

~~2. Current year FSAE aerodynamic rules~~

E. An FSAE car shall have the option to compete directly in AM if it meets all AM requirements and specifications.

F. Non-students may also build, own, and compete in FSAE vehicles.

~~F. FSAE vehicles may not mix and match specifications from multiple years except as specified above."~~

#15280 GCR Sports2000 Proposal

Change Appendix A, class C Modified, first sentence, as follows:

"A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~"

Note: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

#15397 BM Class Comments

The following updated version of the B Modified proposal has been provided by the MAC in response to member input. (Changes from existing BM rules are shown in **red**. Deleted text is crossed out in **purple**.)

"B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the **current** Club Racing GCR **sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H** unless specifically classed elsewhere with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
 1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.
Minimum weight with driver: 1020 lbs.
 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.
Minimum Weight with driver: 1110 lbs.
 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
Minimum weight with driver: 1180 lbs.
 4. May use any naturally-aspirated engine up to 3000 cc.
Minimum weight with driver: 1285 lbs.
 5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
 6. Minimum rim width: none.
 7. Maximum allowed rim width: 15 inches
 - 8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.***
 - 9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.***
 - 10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:***
 - a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least***

14 psi), in which case minimum weight is increased by 50 lbs.

b. *Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.*

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

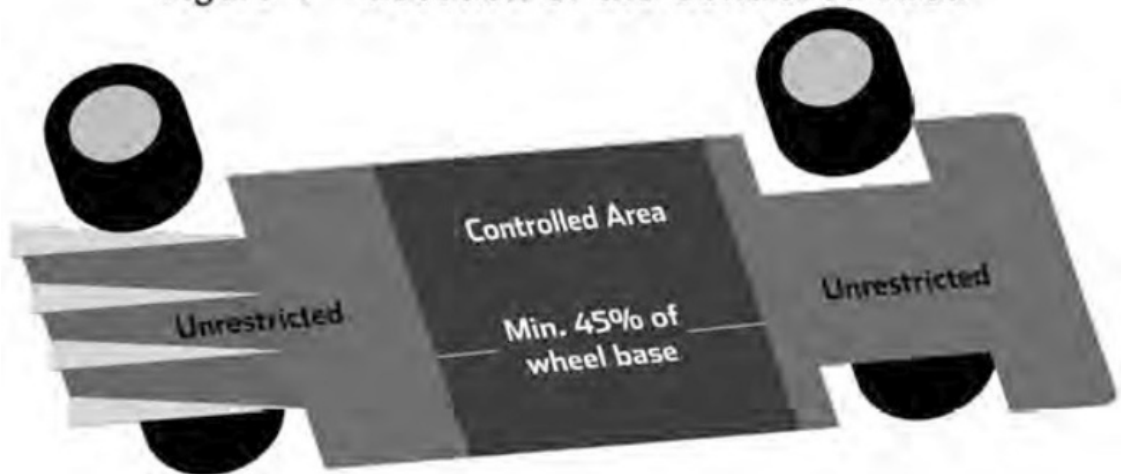
E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of **front and rear** wings shall not exceed 8 square feet. **Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.**

2. **Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of 100 lbs. and must be constructed within the following limitations:**

a. **For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.**

Figure 1 – Location of the Controlled Area



b. **No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.**

4. The current GCR ~~GSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall also apply to **all Sports Racers ASR and** production cars as recognized in DM/EM running in BM as sports racers.

5. **Production cars** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing **FA** GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports

racer **P2 GCR** maximum height (45.25 inches per **P2 GCR 9.1.8.C.1.D.2 Bodywork height**).

2. Front wing width may match but shall not exceed overall front width as measured at the tires. **Front wing elements may not extend behind the front wheel centerline.**
3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed **7 cm (2.756 inches)** additional width per side and shall not deviate more than 10° from vertical. **No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.**
 - a. **Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).**
 - b. **For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).**
4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

~~G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F."~~

Comments from the MAC:

Regarding the removal of the previously-proposed E.2, aerodynamic modelling has been conducted and the results have indicated that the original version of this portion of the rule ("Rear diffuser starting point...") would have allowed nearly as much aerodynamic advantage as the 45% rule, which is now reinstated in the updated version.

In the previously-published and current versions, a minimum width is proposed for BM because a narrower car can follow a more advantageous line through a Solo course. Due to the width of the bases, contact between a tire and the base of a pylon is generally what limits the path that a car can follow. The practical measurement which is closest to the point where a tire will hit a cone is the width between outer tire sidewalls. Other measurements, for instance to the wheel rim, a splitter or the bodywork, move further from the point where contact is typically made, without making the measurement substantially easier to make. Having looked at various different options, it is the opinion of that MAC that the proposed rule, subsection C.9, is the best and most practical way to put a lower limit on the effective width of a BM Solo car.

#16236 Rule change proposal DM Forced Induction

In Appendix A, under class D Modified, change subsection B as follows:

"B. Weight w/ driver vs. Displacement

Normally-aspirated piston engines up to & including 1800 cc..... 1280 lbs.

Normally-aspirated 12A rotary engines w/ porting restriction..... 1280 lbs.

Normally-aspirated piston engines 1801-2000 cc..... 1380 lbs.

Normally-aspirated 13B rotary engines w/ porting restriction..... 1380 lbs.

All forced-induction engines with displacements per 18.0.B, up to 2000cc 1380 lbs."

Other Items Reviewed

Awards

#16281 Solo Driver of the Year

Thank you for your input.

Street

#16160 2013 Porsche Boxster S Move to AS Proposal

Thank you for your input. This is a vehicle that the SAC and SEB will continue to monitor.

#16170, 16171 Corvette Classing Comments

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

Modified

#14732, 14734, 14736, 15105, 15117, 15145, 15391, 15392, 15414 BM Comments

Thank you for your comments. Please see item #15397.

#15852 CVT in BM Proposal

Thank you for your comments. Please see item #15397.

#15853 2 Strokes in BM Comments

Thank you for your comments. Please see item #15397.

#15854 Direct Fuel Injection in BM Proposal

Thank you for your comments. Please see item #15397.

Not Recommended

Street

#15997 2012-2015 GTR to SS Proposal

Thank you for your input. The SAC does not recommend adding these cars at this time.

Modified

#16274 600cc Micro Sprint Classing Proposal

Per the MAC, the attributes of the Micro Sprint have been evaluated, and it is not deemed suitable for Solo events at this time due to concerns about size, configuration verification, and safety.

Handled Elsewhere

Street

#16156 Lexus CT200h Classing Proposal

Please see item #16233.

Modified

#15279 Cooling Fan Allowance Proposal

Please see item #14946.

#16027 FSAE Aero Rules Propoal

Please see the response to item #15029.

Tech Bulletins

Street

#16112 Volvo S60R T6 Polestar Classing Proposal

The GS listings for the Volvo S60R and V70R are clarified as follows:

S60R *(except T6 Polestar)*

V70R *(except T6 Polestar)*

#16229 Jag F-Type R Coupe Classing Proposal

Add to AS listing:

Jaguar

F Type, all except Project 7 (2014-2015)

#16233 Lexus CT200H Classing Proposal

Add the following new listing to HS:

Lexus

CT200h (2011-2015)

#16255 Class 2015 EcoBoost Mustang

Add to FS listing:

Ford

Mustang Ecoboost (2015)

Street Touring

#14757 Sentra Classing Proposal

Per the STAC, amend listings in STS and STX, to clarify the existing classing and add coverage of currently-unlisted models. The effect of this change is to add the 1.8 Sentra to STS and the Sentra SE-R (non-Spec V) to STX.

Remove from STS:

Nissan Sentra SE (1998-2001)

Nissan Sentra SE-R (1991-94)

Add to STS

Nissan Sentra *(1.6, 1.8, 2.0) (1991-2012)*

Add to STX

Nissan Sentra SE-R (2000-2012)

#16223 2015 WRX is listed in STU, not STX

Errors and Omissions:

The following listing error is corrected in STU:

Subaru

Impreza WRX (2009-~~14~~)

Note: The 2015 is classed in STX, per December Fastrack item #14329.

Street Prepared

#16227 SSR/SP tire exclusion

Errors and Omissions:

Super Street R

In Appendix A, under class SSR, change "No tires are currently listed" to "*Kumho W710*"

Street Prepared

In 15.3, change "No tire models are currently listed" to "*Kumho W710*"

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 3, 2015

The Club Racing Board met by teleconference on February 3, 2015. Participating were: Jim Wheeler, Chairman; Chris Albin, Tony Ave, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Bruce Lindstrand, BoD liaisons; Eric Prill, Chief Operations Officer; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing and Sam Henry. The following decisions were made:

Member Advisory

None.

No Action Required

P1

1. #16003 (Arnie Loyning) Use of 2.3 Ford Lima Engine

Thank you for your letter. This engine is already permitted in the P1 engine table lines L5 and L6. For a requested change in restrictor size and/or weight, supporting documentation is required.

GCR

1. #15805 (Bill Hingston) BOD and Class Consolidation

Thank you for your feedback.

2. #15928 (Steve Lathrop) December Fast Track #15439

Thank you for your comments.

GT3

1. #15975 (Shane Thuesen) Wheel Rule

Thank you for your letter. Please see the response to letter #15859, January 2015 Fastrack Minutes. The current GT3 wheel/tire rules were changed in 2014 per class action request and are appropriate as written.

EP

1. #16239 (Michael Heintzman) Miata

Thank you for your feedback. There are many cars in production that are permitted to run either carburetors or fuel injection and the general rule is that separate weights are not used based on the choice made by the competitor.

2. #16240 (Matthew Reynolds) Do Not Adjust MX-5/Miata Weights

Thank you for your feedback. The Miata models adjusted have proven themselves to be at the very top of the performance envelope for EP and adjustments were deemed necessary to ensure parity.

Prd

1. #16252 (James Rogerson) Individual Car Performance Adjustments

Thank you for your comments. The CRB is committed to maintaining parity among all cars listed for a particular Production class.

SM

1. #15938 (Ademir Dedumenti) New Head Rules

Thank you for your feedback.

2. #15939 (James York) Support of Proposed 2015 Rules Issued

Thank you for your feedback.

3. #15946 (Keith Slankard) Support Proposed Clarification of SM Head Rules

Thank you for your feedback.

T1

1. #16194 (Bill Capogeannis) Rules Clarification: 9.1.9.1.A.1

Thank you for your letter. Your interpretation is correct that all T1 cars are allowed to replace those parts.

Not Recommended

B-Spec

1. #15290 (Jeffrey Hennessy) Airbag Notification
Thank you for your letter. Please see the response to letter #15288.

2. #15720 (Philip Royle) Class Old SSC cars in B-Spec
Thank you for your request. The CRB does not recommend this change.

3. #16305 (John Kish) Make Ford Fiesta Competitive
Thank you for your request. The CRB does not recommend any changes at this time.

F5

1. #16214 (Bill Butterworth) Request for Re-examination of Letter #14697
Thank you for your letter. The CRB has again examined the orientation of motorcycle engines in F500, believes it is a performance advantage, and does not recommend this change.

FC

1. #15899 (Arthur E. (Art) Smith) Needle Bearings for 2-Liter Pinto Aux Shaft Using Elec Fuel Pump?
Thank you for your letter. If the GCR does not specifically allow it, it is not compliant.

2. #16320 (Douglas Brown) Re-classification of Cars
Thank you for your letter. Cars eligible to be classified in CFC are determined by each individual division and not the CRB. Please contact your division officials for your request.

FV

1. #16314 (David Taube) Brake Rule Interpretation
Thank you for your letter. The CRB does not recommend any changes to this rule.

P2

1. #16291 (Chris Farrell) P2 Brake Calipers
Thank you for your letter. The CRB does not believe this change is in the best interest of the class and it is not recommended.

GCR

1. #15288 (Jeffrey Hennessy) Airbag Question
Thank you for your letter. The rules regarding airbags are adequate as written.

2. #15779 (Eric Heinrich) Ad Hoc Committee Makeup
Thank you for your suggestion. Eliminating builders from advisory committees could deprive the committees of those most knowledgeable in a particular class.

3. #15969 (Peter Zekert) Sound Control
Thank you for your letter. It is not possible to implement this recommendation. Competitions are conducted under a variety of sound control rules, laws and local regulations which cannot be addressed in the manner suggested.

GT1

1. #16018 (Bob Hofmann) Hood Louvers
Thank you for your letter. The hood opening must be louvers.

GT2

1. #16004 (Austin Snader) RX8 13B Peripheral Port Tub Chassis
Thank you for your letter. Currently the car you have asked to be classified is already classified in GT2 with the 13B PP engine, un-restricted at 1900 lbs.; and also in GT3 with the 13B PP engine, 37mm SIR, at 2250 lbs. These specifications are appropriate at this time.

GT3

1. #16201 (Scott Sanda) Request for Disenfranchised GT2 Car Being Placed in GT3
Thank you for your request. GT2 cars will be considered for GT3 if their engines are 2.5 L, 4 valve or smaller.

GTL

1. #16136 (Tom Tuttle) Weight Penalty for Spridgets
Thank you for your letter. The current weight of this classification is appropriate.

EP

1. #15267 (Ron Olsen) Allow Mazda RX-8 to Run a 13B Rotary Engine
Thank you for your request. The proposed motor swap is contrary to class philosophy. The RX-8 has been successfully

campaigned with its stock rotary and there does not appear to be a need for an alternate motor.

FP

1. #16146 (Kent Prather) MGA/FP Spec Change

Thank you for your request. This type of motor swap is contrary to class philosophy. Requests for competition adjustments with respect to this car, as currently listed, will be considered.

HP

1. #15896 (Aaron Johnson) Limited Prep Crankshafts and Rocker Arms

Thank you for your request. The cost and reliability considerations that led to the allowance of aftermarket rods in level 2 do not exist with respect to crankshafts and rocker arms. As a consequence, this proposed change is not recommended.

2. #16265 (Tom Broring) Weight Penalty

Based on the recent across the board adjustments to HP, no further changes to this car will be made at present and the performance of the car will be monitored.

SM

1. #15147 (David Wheeler) Allow Welding of Front Subframes

Thank you for your request. Standard repair procedures apply.

2. #15148 (David Wheeler) Remove the 15 Pound Weight Penalty for Overbore

Thank you for your comments.

3. #15352 (Tom Sager) 1994-1997 Airbox Restriction

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

4. #15635 (Michael Babcock) Balancing and Blueprinting

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

5. #15902 (Michael Babcock) Regarding #15634 - Offset Bushings for Camber

Thank you for your feedback. This rule was passed by the Board of Directors in their December 2014 Meeting. Please see the current GCR for exact wording.

6. #16234 (Steve Scheifler) Overbore Weight Penalty - 1.6

Thank you for your feedback.

7. #16251 (Brandon Fetch) Adjustments for the 90-93

Thank you for your feedback.

8. #16297 (Todd Lamb) SM Suspension Bushings

Thank you for your feedback. This rule was passed by the Board of Directors in their December 2014 Meeting. Please see the current GCR for exact wording.

STU

1. #16280 (Stephen Martin) Alternate BMW Turbocharger

Thank you for your request. The M31 version of the M10 engine was only available during the 1970s. That time frame does not fit the Category age limit of 1985; therefore, the CRB does not recommend this change.

2. #16311 (Matt Blehm) Weight Break for RWD cars with McPherson Struts

Thank you for your request. Since you may relocate suspension pick up points to aid suspension geometry in STU, the CRB does not recommend this change.

3. #16317 (Eric Thompson) Modified Wheel Openings to Fit 245 Tires

Thank you for your request. This is not consistent with class philosophy, so the CRB does not recommend this change.

T1

1. #13211 (MARC HOOVER) Allow Supercharger for Miata in T1

Thank you for your letter.

T2

1. #16046 (Joey Wang DeFilippis) 3,100 lb Weight for the Evo

Thank you for your request. Components in your letter do not meet class philosophy. The battery can be replaced as long as it is within 10% of the factory weight.

2. #16228 (William Moore) Camaro Half Shaft Upgrade - DriveShaft shop RA5424X4/RA5425X4

Thank you for your request. The CRB does not recommend this change at this time and suggests looking into rebuilding current axles to increase durability.

T4

1. #15930 (Lee Niffenegger) Rear Upper Arm Allowance 2012-2014 Civic Si

Thank you for your letter. A recent change to Touring has increased the camber allowance to -3.0.

Recommended Item for 2015

The following subject will be referred to the Board of Directors for their approval in their February 2015 meeting. 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. If approved, these items will be effective 5/1/2015.

GCR

1. #16402 (Club Racing Board) Additional GCR changes Required By Letter #16221

Change 6.5.3.C.2: 2. Well bunched ~~and in-line~~; and

Change 6.5.4.A: A. The Starter will abort the start by displaying no flag and shaking his head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line *more than half a car width*, or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that the start is aborted.

Recommended Items for 2015

The following subjects will be referred to the Board of Directors for their approval in their February 2015 meeting. 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. If approved, these items will be effective 6/1/2015.

P2

1. #16220 (David Arken) P2 Spec Line Cars

In section 9.1.8.A.C.1.M, change the language as follows:

M. SPEC LINE CARS

The intent of Table 1 (*Spec Line Cars*) is to accommodate existing cars previously homologated as DSR or CSR, *Radicals and similar series cars*, and not ~~requiring~~ *require* 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 *and column requirements*, ~~further development~~, (e.g. *Wheelbase/Track*) 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.

In P2 Table 1, spec line cars, change the spec lines as follows:

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand	94/54	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. <i>Must meet under body aerodynamic requirements in section e.</i> <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings</i>
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025lb 1005cc max	P2 Engine Table B.1	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	

AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2	94/54	Stock Engine 900lb 1005cc max	P2 Engine Table B.1	36.5mm	Minimum width 55 inches. Must meet under body aerodynamic requirements in section e. <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings</i>
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
		Modified Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
		Stock Engine 1300lb 1005 < 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	42.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
Radical Club Sport, Pro-Sport, PR-6		Stock Engine 1000lb 1005cc	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted.
		Stock Engine 1300lb 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Bobsy	TBD	<i>Stock Engine 950lb 1005cc max</i>	<i>P2 Engine Table B.1</i>	<i>37mm</i>	Minimum width 55 inches. Must meet under body aerodynamic requirements in section e. <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings</i>
			<i>P2 Engine Table B.2</i>	<i>Not required</i>	
			<i>P2 Engine Table B.3</i>	<i>39mm</i>	
		<i>Modified Engine 1025lb 1005cc max</i>	<i>P2 Engine Table B.1</i>	<i>38mm</i>	
			<i>P2 Engine Table B.2</i>	<i>Not required</i>	
			<i>P2 Engine Table B.3</i>	<i>40mm</i>	
Diaso D962		1005cc max	Motorcycle only P2 Engine Table		Body, front splitter and wing either original OEM or P2 compliant
Jondal	94/54	Stock Engine 950lb	2 cycle P2 Engine Table		Minimum width 55 inches. Must meet under body aerodynamic requirements in section e. Must meet engine/weight requirements per the latest 2 stroke engine table. <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings.</i>
		Modified 1025lb			

2. #16270 (Club Racing Board) P2 Engine Rule Update

In section 9.1.8.D.L, change the language as follows:

L. ENGINE

All engines will be fitted with a specified type of inlet restrictor as determined by the SCCA. For engines not listed in the P2 Engine Table competitors seeking approval shall be responsible for submitting engine dyno and performance data to the SCCA. The SCCA may at its option gather/ request additional data.

a. Stock Engine Preparation allowances. Any modifications or adjustments not specifically listed are not allowed on stock engines.

- 1. Internal dimensions and materials of the engine shall be stock. (Fasteners such as rod bolts are free).*
- 2. Bolt-on covers and ports external to the engine may be modified or replaced.*
- 3. Camshaft timing may be adjusted but the camshafts must remain stock. Timing gears and cam drive tensioning mechanisms may be modified or substituted as long as they serve no other purpose.*
- 4. Oil systems are free.*
- 5. Cooling systems are free.*
- 6. Turbo charging and supercharging are prohibited.*
- 7. Exhaust system is free. EGR and/or air pumps may be removed or disabled.*
- 8. Inlet System: Any manifold(s) and single or individual throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.*
- 9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.*
- 10. Exterior machining for mounting of the engine or accessories is permitted, however the intake or exhaust port faces shall not be modified.*

11. Spark plugs, engine sensors and any associated brackets or covers are free.
12. Crankcase ventilation is free as long as it serves no other purpose.
13. Engine rebuilds such as regrinding the crankshaft and sleeving the block must meet specifications in the factory service manual; no overbore is permitted.

a.b. Automotive based:

1. SCCA approved production based 4 cylinder automotive engines of a maximum displacement of 2000cc are allowed. The approved engines are listed in the engine tables.
2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*
2. Internal dimensions and materials of the engine shall be stock. (fasteners such as rod bolts are free).
3. Camshaft timing may be adjusted but the camshafts must remain stock.
4. Oil systems are free.
5. Cooling systems are free.
6. Turbo charging and supercharging are prohibited.
7. Exhaust system is free.
8. Inlet System: Any manifold(s) and/or single throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.
9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.
10. 3. Any one piece flywheel with a minimum weight of 5lbs is permitted.
11. Crankcase ventilation is free as long as it serves no other purpose.

b.c. Motorcycle (four stroke) based: Any modifications or adjustments not specifically listed are not allowed on stock engines.

1. SCCA approved production based motorcycle engines with a maximum of 4 cylinders and with a maximum displacement of 1500cc.
2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*
2. Camshaft timing may be 3. Oil systems are free.
4. Cooling systems are free.
5. Turbo charging or supercharging is not allowed.
6. Exhaust system is free.
7. Inlet system is free. (The SCCA may adjust performance by the use of an IIR)
8. 3. Titanium valves may be substituted with stainless steel of the same diameter.

e.d. Two Stroke Engine: 2 stroke engines with a maximum displacement of 1200cc and a maximum of 4 cylinders. Each intake port for each cylinder must have a venturi type inlet restrictor that is placed such that all air inducted into each cylinder must pass through the defined restrictor. There are NO exceptions. The required inlet restrictor may be placed anywhere in the inlet tract as long as it meets the requirement that all air inducted into each cylinder must pass through the required restrictor, balance tubes are not allowed.

GCR

1. #15828 (Matt Miskoe) Minimum Driver Age

Thank you for your request. In the interest of opening competition as broadly as possible, the CRB recommends lowering the minimum age for a competition license to 14.

2. #16110 (Christopher Childs) Blueprint Definition

Thank you for your request. Add a new section "e." to Appendix F., under "Blueprinting": *e. Any edges resulting from authorized machining processes may be deburred up to .040".*

Recommended Items for 2016

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

GCR

1. #15576 (Terry Ozment) Drones at Track

The CRB endorses the recommendation, and suggests the following language be appended to the GCR as new Section 1.5.: *1.5. Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental*

Regulations.

T4

1. #16287 (Anthony Cuthbert) Rear Sway Bar Upgrade for 500 Abarth

Thank you for your request. For the Fiat Abarth 500, add to the Notes in the specification line: *Front strut tower brace allowed. Rear swaybar up to 25 mm allowed.*

Taken Care Of

AS

1. #15944 (Amy Aquilante) Dog Ring Gears

Thank you for your concern. The CRB and ASAC will be testing and monitoring dog ring transmission performance during 2015 to determine if the weight penalty (reduced from 125 to 80 lbs) is appropriate. The CRB will continue to monitor this situation from a parity standpoint and make adjustments as required.

2. #15947 (Beth Aquilante) Retain Existing Dog Ring Transmission Weight Penalty

Thank you for your concern. Please see the response to letter #15944.

B-Spec

1. #15409 (Eric Boucher) Mazda2 B-Spec Weight

Thank you for your request. Please see the response to letter #14402, Technical Bulletin.

2. #16288 (Derrick Ambrose) B-Spec Committee

Thank you for your inquiry. Please see the response to letter #14402, Technical Bulletin.

FF

1. #16303 (Mark Davison) Spec Tires

Thank you for your letter. The CRB has recommended pursuing a spec tire for FF. Please see the response to letter #16038, February 2015 Fastrack Minutes.

2. #16338 (Greg Case) FF Spec Tires

Thank you for your letter. The CRB has recommended pursuing a spec tire for FF. Please see the response to letter #16038, February 2015 Fastrack Minutes.

FM

1. #16184 (Henry Coffeen) Formula Mazda

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

2. #16198 (Mike Sauce) Spec Tire Questionnaire

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

3. #16204 (Jody Lift) Spec Tire for the Formula Mazda Class

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

4. #16205 (Brian Lift) Spec Tire for the Formula Mazda Class

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

5. #16206 (Marge Lift) Spec Tire for the Formula Mazda Class

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

6. #16232 (Kenneth De Nault) Spec Tire in FM

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

7. #16290 (Mike Anderson) Spec Tire for Formula Mazda

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

P2

1. #16140 (Sean Williams) Spec Line Cars

Thank you for your letter. Please see the response to letter #16220.

2. #16310 (Stan Clayton) Request for Correction to P2 Engine Table

Thank you for your letter. This has been corrected. Please see the most recent GCR.

GCR

1. #15845 (Gordon Benson) Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

2. #15850 (Les Chaney) Concorde/Majors Class Accord

Thank you for your feedback. Please see the response to letter #15805.

3. #15945 (Kyle Disque) Opposition to the Proposed Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

4. #15950 (Robert Lentz) Class Consolidation Initiative

Thank you for your feedback. Please see the response to letter #15805.

5. #15954 (Tom Feller) Class Consolidation Plan Opposition

Thank you for your feedback. Please see the response to letter #15805.

6. #15955 (Gregory Nagy) Letter in Opposition to Class Consolidation

Thank you for your feedback. Please see the response to letter #15805.

7. #15956 (Isaac Preston) Concorde Plan

Thank you for your feedback. Please see the response to letter #15805.

8. #15957 (Ron Bartell) Club Racing Accord

Thank you for your feedback. Please see the response to letter #15805.

9. #15958 (Brian Linn) Majors Class Accord - Against

Thank you for your feedback. Please see the response to letter #15805.

10. #15959 (Edward Funk) Opposed to the Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

11. #15960 (Eric Vickerman) Majors Accord - Objection

Thank you for your feedback. Please see the response to letter #15805.

12. #15961 (Joe Harlan) Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

13. #15963 (Keith Church) Recent Proposal to Reduce the Number of Classes by 2025

Thank you for your feedback. Please see the response to letter #15805.

14. #15964 (Keith Church) In Case You Didn't Hear Me

Thank you for your feedback. Please see the response to letter #15805.

15. #15965 (Steven Lustig) Letter In Opposition to the Majors Class Accord

Thank you for your feedback. Please see the response to letter #15805.

16. #15966 (Joe Camilleri) Opposed to the Major Class Accord

Thank you for your feedback. Please see the response to letter #15805.

17. #16336 (Kirk Olson) Opposition to Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

GT1

1. #16243 (Bob Hofmann) Hood Vents

Thank you for your letter. Please see the response to letter #16018.

GT2

1. #16203 (Scott Sanda) Support for Letter #15975
Thank you for your letter.

GT3

1. #16231 (Wolfgang Maike) Rear Wing Airfoil Clarification
Thank you for bringing the confusion of this wording to the CRB's attention. See letter 16298, Technical Bulletin, for a clarification to the wording.

EP

1. #16241 (David Reynolds) EP Miata - Retain Current Weight as Published in GCR
Thank you for your feedback. Please see the response to letter #16240.

HP

1. #16142 (William Trainer) SIR in H Production
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

2. #16158 (Bill Blust) HP Parity for Spridget
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

3. #16199 (Patrick Casey) Level the Playing Field, Please
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

4. #16245 (Neil Verity) Weight Reduction (30lbs) for HP MGB
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

5. #16253 (James Rogerson) New Weight Adjustments
Thank you for your letter. Please see the response to letter #16252.

6. #16267 (Tom Broring) Performance Adjustment
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

SM

1. #13549 (Sean Hedrick) SM Bump Stop Rule Request
Thank you for your comments.

2. #14725 (Tom Sager) Request for Competition Adjustment
Thank you for your request. Please see the response to letter #14724, Technical Bulletin.

3. #15004 (Sean Hedrick) Whistler Process
Thank you for your comments. The procedure has been updated.

4. #15287 (Jeffrey Hennessy) Airbag Notification
Thank you for your comments. Please see the response to letter #15288.

5. #15356 (Marc Cefalo) Spec Miata Proposed Parity Changes
Thank you for your feedback.

6. #15798 (Skip Brock) Whistler Procedure
Thank you for your comments. The procedure has been update.

7. #15839 (Peter Maerz) Parity Among Models
Thank you for your feedback.

8. #15843 (Howard Robbins) Spec Miata Cylinder Head Modifications
Thank you for your comments.

9. #15909 (David Wheeler) In Favor of 1.5mm Deburr on Cylinder Head
Thank you for your feedback.

10. #15910 (David Wheeler) Against Allowing Offset Control Arm Bushings
Thank you for your feedback.

11. #15917 (Jerry Rigoli) Eccentric Bushings

Thank you for your feedback. Please see the response to letter #15902.

12. #15929 (Kyle Webb) Control Arm Bushings for Negative Camber
Thank you for your feedback. Please see the response to letter #15902.

13. #16250 (Brandon Fetch) Adjustments for the 94-97
Thank you for your feedback.

STU

1. #16282 (Stephen Martin) Additional Information
Thank you for your letter. Please see the response to letter #16280.

T1

1. #16092 (Tim Myers) Clarify New Restrictor on the Side of Car Rule Change
Thank you for your suggestions. The rule is clear as written.

T4

1. #15992 (Anthony Cuthbert) Bigger Sway Bar for Fiat 500 Abarth
Thank you for your request. Please see the response to letter #16287.

2. #16286 (Anthony Cuthbert) Front Tower Strut Brace
Thank you for your request. Please see the response to letter #16287.

What Do You Think

HP

1. #15923 (Mike Ogren) Adjustment for DOT Tires Please
Should cars that run DOT tires in Production be allowed to race at a reduced weight? For example, should those cars receive a 5% weight reduction? Please send your feedback through the CRB letter system at crbscca.com.

SM

1. #15838 (Bob Kucera) 1.6 Parity in SM
The CRB and the SMAC request input from members on potential changes that could be made to the 90-93 Spec Miata rules to increase the performance, specifically the torque, of the 1.6L. Please provide your feedback through the CRB letter system at crbscca.com. Some potential changes that are being considered include:

- Increasing maximum compression ratio for the 1.6L from 9.4 to 9.9 and adjusting minimum head thickness accordingly
- Permitting 0.020 oversized pistons
- Specifying an optional aftermarket exhaust header

RESUMES

1. #15265 (Ademir Fedumentti) SMAC Resume
Thank you for submitting your resume to the Spec Miata Advisory Committee. Your resume will be kept on file.

2. #15470 (Marc Cefalo) SM Advisory Committee Resume
Thank you for submitting your resume to the Spec Miata Advisory Committee. Your resume will be kept on file.

3. #15738 (Todd Lamb) SMAC Application
Thank you for submitting your resume to the Spec Miata Advisory Committee. Your resume will be kept on file.

4. #15911 (David Wheeler) Resume for SMAC
Thank you for submitting your resume to the Spec Miata Advisory Committee. Your resume will be kept on file.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2015
 NUMBER: TB 15-03
 FROM: Club Racing Board
 TO: Competitors, Stewards, and Scrutineers
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
 All changes are effective 2/27/2015 unless otherwise noted.

American Sedan AS

1. #16257 (American Sedan Committee) Removal of VTS Requirement for RP AS Cars

In section 9.1.6.B.1, change the language as follows:

“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 crbsecca.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.~~”

Note: Specifications for Restricted Preparation AS cars will be added to their specification lines. See letter #16335.

2. #16335 (American Sedan Committee) Clarification of Engine Specifications for RP AS Cars

In AS, Restricted Prep cars, change the spec lines as follows:

In section 9.1.6.D.1.k.2.b, change the language as follows:

OEM oversized pistons or factory equivalent may be used for repair purposes (max .040 inches overbore *bore size listed in vehicle's specification line* allowed).

In section 9.1.6.D.1.K.2, add new section h as follow:

h. Maximum allowed compression ratio for all restricted preparation cars is specified in the vehicle's specification line.

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-05) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	275 Tire: 3470, 295 Tire: 3520	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column). Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <i>Compression Ratio, 10.7:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1.</i>
Cadillac CTS-V (06-07) Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	275 Tire: 3520, 295 Tire: 3570	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column) Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <i>Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1.</i>
Chevrolet/Pontiac Camaro & Firebird (82-92)	101.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Chevrolet/Pontiac Camaro & Firebird (93-02)	101.1	2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Engine/transmission installation procedure as provided by SCCA Club Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep.	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62	12.2 x 1.27 Disc	3200	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. GM Performance Parts camshaft Kit P/N-12480002 is permitted. 98-02 stock brakes and/or spindles/knuckles may be used. Compression Ratio, 10.6:1 max; Cylinder Bore, 101.6 mm; Stroke, 88.39 mm; Intake Valve Diameter, 49.3; Exhaust Valve Diameter, 38.1 mm; Camshaft Lift @ Lobe, Intake (7.57 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 205 degrees), (Exhaust, 207 degrees); Throttle Body Bore, 48 mm (twin bore); Rocker Arm Ratio, 1.5:1.
Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep.	101.1	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	12.2 x 1.27 Disc	3300	Max. wheel size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake ((98-00), 7.43 mm; (01-02), 6.96 mm), Exhaust ((98-00), 7.43 mm, (01-02), 7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, (98-00), 202 degrees; (01-02), 197 degrees), (Exhaust, (98-00) 210 degrees; (01-02), 207 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. Either camshaft may be used for any car in this specification line.
Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2Vented Disc	275 Tire: 3600 295 Tire: 3650	Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 54mm flat plate restrictor required. Compression Ratio, 10.9:1 max; Cylinder bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1.
Ford Mustang Incl. Cobra & Cobra R (79-93)	100.4	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.27 Disc	3100 Over 313 CID 3400	Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang Incl. Cobra thru 95 (94-98)	101.3	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Hydro boost braking system is not permitted. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang Cobra and GT (94-95) Restricted Prep. 5.0L V8 pushrod engine (Iron Block, Iron Heads), 2 valves per cylinder	101.3	3.35, 1.99, 1.33, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3300	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 4.00" (bore) X 3.00" (stroke), Compression ratio, 9.2:1 max.; cam lift at lobe, .28" (intake and exhaust); cam lift at valve .45" intake and (exhaust).
Ford Mustang Cobra R (1995) Restricted Prep. 5.0L V8 pushrod engine (Iron Block, Iron heads), 2 valves per cylinder	101.3	3.27, 1.98, 1.34, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3400	Max. Wheel Size: (F)17 x 9 (R)17x10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. 4.00" (bore) X 3.00" (stroke), Compression ratio, 9.2:1 max.; Cam lift at lobe, .29" (intake and exhaust); cam lift at valve .48" (intake and exhaust).
Ford Mustang Cobra and GT (96-98) Restricted Prep. GT: 4.6L V8 OHC engine GF: (Iron Block, Aluminum heads), 2 valves per cylinder Cobra: 4.6L dual OHC engine (Aluminum Block, Aluminum Heads), 4 valves per cylinder	101.3	3.37, 1.99, 1.33, 1.00, 0.67	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. GT: 90.2 mm (bore) and 90.0 mm (stroke); Compression ratio 9.57:1 max; cam lift at lobe, .26" (intake and exhaust), cam lift at valve .48" (intake and exhaust). Cobra: 90.2 mm (bore) and 90.0 mm (stroke); Compression ratio 10.05:1 max; cam lift at valve, .40" intake and exhaust. Either engine may be used in any car in this specification line.
Ford Mustang Cobra (99-02) Restricted Prep. 4.6L dual OHC V8 Aluminum Block, Aluminum Heads), 4 valves per cylinder	101.3	3.37, 1.99, 1.33, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3300	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 90.2mm (bore) and 90.0 mm (stroke); Compression ratio, 10.05:1 max; cam lift at valve, .40" (intake and exhaust).
Ford Mustang Incl. Cobra (99-04)	101.3	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-member may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang GT (99-04) Restricted Prep 4.6L V8 OHC engine (Iron Block, Aluminum heads), 2 valves per cylinder	101.3	3.37, 1.99, 1.33, 1.00, 0.68	(F) 276/330 Vented Disc (R) 266 Vented Disc	3250	Max. Wheel Size: 17 X 9. Stock brakes or Ford 13" Brembo (Ford Racing Part M-2300-X) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Cold Air Intake allowed. Replacement manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 O.D., measured at any tube location one (1) inch from the flange of the collector. 90.2 mm (bore) and 90.0 mm (stroke); Compression ratio, 9.57:1 max; cam lift at lobe, .28" (intake), .30" (exhaust); cam lift at valve, .51" (intake) and .54" (exhaust).

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Mach 1 (03-04) Restricted Prep. 4.6L V8 <i>dual OHC</i> (Aluminum Block, Aluminum Heads), 4 valves per cylinder	101.3	3.38, 2.00, 1.62, 1.27, 1.00, 0.79	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 90.2mm (bore) and 90.0 mm (stroke); Compression ratio, 10.05:1 max; cam lift at valve, .40" (intake and exhaust).
Ford Mustang GT (05-13)	107.1	3.38, 2.00, 1.32, 1.00, .675 or 2.95, 1.94, 1.34, 1.00, 0.63	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Engine/transmission installation procedure as provided by SCCA Club Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang Coupe GT 4.6L <i>OHC</i> (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 316/355 Vented Disc (R) 300 Vented Disc	3250	Max. Wheel Size: 18 X 9.5. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. 90.2mm (bore) and 90.0 mm (stroke); Compression ratio 10.0:1 max; cam lift at lobe .22" (intake and exhaust); .44" at valve (intake and exhaust).
Ford Mustang Coupe GT 5.0L <i>dual OHC</i> (11-13) Restricted Prep. (Aluminum Block, Aluminum Heads), 4 valves per cylinder	107.1	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 335/355 Vented Disc (R) 300 Vented Disc	275 Tire: 3500 295 Tire: 3550	Max. Wheel Size: 18 x 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 54mm flat plate restrictor required. 92.2 mm (bore) and 92.7 mm (stroke); Compression ratio, 11.2:1 max; cam lift at lobe, .24" (intake) and .22" (exhaust) Camshaft duration at .100 mm valve lift: intake, 260 degrees; exhaust, 263 degreeS.
Mercury Capri (79-86)	100.4	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.27 Disc	3100 Over 313 CID 3400	Engine built to A/S Build Sheet specifications with the following: Head Casting #: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted.
Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 2005-2006, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57	(F) 320 Vented Disc (R) 286 Vented Disc	LS1: 3300 LS2: 3350	Max. Wheel Size: 17 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Either engine listed permitted for any car classified in this specification line. 2004: Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (6.96 mm), Exhaust (7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, 197 degrees), (Exhaust, 207 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. 2005-2006: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. Either engine may be used in any car in this specification line.

B-Spec

1. #14087 (Jason Isley) Reduce Yaris Weight

In B-Spec, Toyota Yaris (07-12), change the weight as follows:

2500 2425

2. #14402 (Derrick Ambrose) August Prelims TB 14-08

In B-Spec, Mazda 2 (11-14), change the weight as follows:

2480 2380

3. #16283 (Ian Stewart) Slow Down the Sonic

In B-Spec, Chevrolet Sonic (2012), change the Notes as follows:

37 36mm Flat Plate Restrictor. GM suspension kit #23123679 permitted.

Formula/Sports Racing

FA

1. #16284 (Formula/Sports Racing Committee) Composite part numbers for Honda 016 conversion

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

For Honda engine package the following part numbers from HPD are required:

60330-F25S-A010__ADAPTER, 016 ENGINE COVER

60300-F25S-A000__COMP,016 ENGINE COVER

17205-F25S-A010__AIRBOX, 016

17203-F25S-A000__PIPE, INTAKE

12510-F25S-A000__BLISTER, 016 OIL LINE.

P1

1. #16269 (Club Racing Board) GCR Sport Racer Intro 9.1.8.A

In section 9.1.8.A.1, change the language as follows:

1. SCCA SPORTS RACING CATEGORY PREPARATION RULES

"The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, or driver alone (single-seater). They shall conform to the following requirements. Sports Racers Cars except SRF homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required. During competition, cars are subject to the minimum speed/lap time required for that competition event. ***Cars built after 1-1-2014 must conform to Homologation requirements as specified in 9.2.2***

Effective 1/1/97, those cars formerly known as Sports Renault and/or Spec Racers or any variants of this chassis/drive train/bodywork combination will not be allowed to compete in ASR in any SCCA sanctioned event.

Single-seat Formula car chassis (Ex.: FA, FC, FF, FV) fitted with enclosed bodies (as specified in these rules) may run in the ***a Sports Racing Class/ Prototype Class*** (ASR, P1, P2) appropriate for their engine displacement ***provided they comply with the requirements of the Classification Specification*** and GCR Section 9. This means that all Formula Atlantic, Formula Continental, Formula F, and Formula Vees running in Sports Racing categories shall have bodywork which complies with ~~Section A.1 or A.2, of the Sports Racing~~ ***the appropriate category Classification*** Specifications. The ex-Formula car chassis need not have any former engine(s) fitted. Converted cars will maintain their former SCCA registration vehicle numbers. Each converted car shall be homologated ***meet the homologation requirements of section 9.2.2*** and have a new Vehicle Logbook (with new pictures); however, the former Logbook will be securely attached to the new Logbook. This procedure will enable Race Officials and Scrutineers to identify a single-seat Sports Racer as formerly having been a bona fide Formula car. New Single seat Sports Racers may be of new construction ***and must meet the homologation requirements of section 9.2.2.*** (~~Design plans/pictures shall be submitted to Club Racing Technical Services for homologation before competing.~~)

Where Weber or other approved carburetors are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.

It is the intention of the Club Racing Board to never classify or a replica or derivative of a mass produced road car body in the sports racing classes. These classes are intended for open and/or closed sports racer/sports prototype bodywork

Sports racing cars shall be classified according to engine displacement and divided into classes as follows:

• A Sports Racing (ASR) - Regional Status Only (Former Can-Am and F-5000 allowed if registered prior to 01/01/2003)

- Prototype 1 (P1)
- Prototype 2 (P2)
- Spec Racer Ford (SRF)"

2. #16289 (Jim Devenport) Reference Typo Correction

In P1 engine table, spec line J, change the notes as follows:

"2 seat cars only per ~~9.1.8.A.2.a.5~~ ***9.1.8.C.B.4.g*** (FIA CN Chassis)"

P2

1. #16174 (Sean Williams) Pinto engine

In the P2 engine table, spec line E, change the notes as follows:

Approved engines list: MZR/Duratec Pinto: ~~Cam Max lift 12mm, Cast Iron or FastForward Cylinder head, Intake system Free, Fuel Injection Allowed.~~ ***For Pinto see line E, note 2***

In line E, note 2 below the engine table change:

Line E Note 2: Pinto engine 2000cc

1. Camshaft ***and valve train are*** 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. #16248 (Bob Urso) Decker Mk. 1/2 2015 GCR Update

In P2, AMAC-AM5, Fox-2 seater, Zephyrus, Decker 1/2, add the notes as follows:

Decker 1/2 minimum width 52 inches.

GCR

None.

Grand Touring

GT2

1. #15972 (Steven Streimer) Allowance of Stock Wheels As Delivered From Factory

In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ACR-X, 8400 OEM, add the notes as follows:

19 inch Dodge Viper ACR-X as delivered from factory permitted.

2. #16202 (Scott Sanda) Engine request

In GT2 engines, classify the Porsche 3598cc engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	<i>DOHC</i>	<i>100.0 x 76.4</i>	<i>3598</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>40mm SIR</i>	<i>2280</i>	

3. #16212 (Scotty B White) 7 Liter Corvette clarification

In GT2/ST, Chevrolet Corvette, change the spec line as follows:

GT2/ST	Max Disp	Min. Weight	Restrictor	Notes
Chevrolet Corvette	7011 <i>OEM</i>	3400	65 <i>70mm</i> flat plate	<i>GM LS7 Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory. Must present factory shop manual upon request.</i>

GT3

1. #16163 (David Muramoto) Request 370Z be classed in GT2/3

In GT2 and GT3 cars, Nissan 350z, add the spec line title as follows:

350z/ *370z*

2. #16298 (Grand Touring Committee) GT2/3 wing mounting wording change

In section 9.1.2.f.4.b.13.F, change the language as follows:

~~"GT2 and GT3: The trailing edge of the wing assembly must be located within an area defined by a point 6" forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline~~ *not forward of 6" forward of the rear most bodywork and not rearward of the rearmost bodywork. The rearmost bodywork is to be measured at the vehicle centerline."*

Improved Touring

None.

Production

1. #16377 (Production Committee) level 1 fuel injection

In section 9.1.5.E.1.b.4, change the language as follows:

~~Car's permitted to utilize fuel injection, must use the stock manifold and throttle body. The throttle body bore size must remain stock. The throttle body can be ported and polished. The number of injection nozzles must remain the same as stock. The mounting position and injection point of the injection nozzle must be stock. The stock type of fuel injection must be maintained (electronic, mechanical, Bosch CIS, etc.). The fuel injection system is otherwise unrestricted:~~

"Fuel injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The bore size and throttle butterfly dimensions must remain stock. The throttle body can be ported and polished. The throttle butterfly shaft shall not be relocated. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and the injection point must be stock. Electronic fuel injection may be substituted for the stock type of fuel injection. In all other respects the fuel injection system is unrestricted."

EP

1. #16259 (Ricky Sisk) Engine block material

In EP, Porsche 944/924S 2.5L (2V) (83-88) and Porsche 944S (87-88), change the Block Mat'l as follows:

from *Alum*

HP

1. #16144 (Jason Isley) 2009- Honda Fit listing.

In HP, Honda Fit (09-), change the spec line title as follows:

Honda Fit (09-*13*)

2. #16264 (Bobby Beyer) Performance Adjustment
 In HP, Honda Fit (07-08), Honda Fit (09-13), and the Mazda 2 (07-11), change the weights as follows:
 1900 *1948 **1995 **1970 *2019 **2069**

Spec Miata

1. #14724 (Tom Sager) Request for competition adjustment
 In SM, Mazda MX-5/Miata (94-97), change the restrictor as follows:
 45mm **47mm**

In SM, Mazda MX-5/Miata (01-05), change the weight as follows:
 2400 **2425**
 2445 **2440** with alternate bore

Super Touring

STL

1. #16308 (James Innes) Allow OEM Honda 16400-PRB-A14 w/ Karcepts KIM01 Adaptor
 In STL, Honda K20, add the notes as follows:
 50mm Flat Plate restrictor required. Honda throttle body #16400-RAA-A130 or **16400-PRB-A14** and Karcepts adaptor #KIM01 may be used.

Touring

T1

1. #16333 (david mead) Add Aftermarket K Member to Mustang V6 3.7/4.0 Spec Line
 In T1, Ford 4.0L V6, add the notes as follows:
Aftermarket K members are permitted.

T2

1. #16278 (Dean Bailey) Update 98-02 Firebird Spec line
 In T2, Pontiac Firebird (98-02), change the spec line as follows:

T2	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
Pontiac Firebird (98-02)	99.0 x 92.0 5666	2568	17x10(F) 17x10(R) 18 x 10	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, Ac-cusump 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. 4 piston front and rear brake calipers allowed. WS6 or Firehawk hood allowed.

2. #16316 (David Ray) Updated Spec Mustang Rules for T2
 In Appendix M, SMG Technical Regulations, change the language as follows:
 SMG rule updates can be seen at: <http://scca.cdn.racersites.com/prod/assets/App%20M%20SMG%20Rules.wreditalicsfor%202015.pdf>

3. #16342 (David mead) SMG trans for BMW M3
 In T2, BMW E92 M3 (08-12), update the year and add the notes as follows:
 BMW E92 M3 (08-12 **14**)
DCT transmission allowed.

T3

1. #15904 (David Woodle) 2015 adjustments
 In T3, Chevrolet Camaro V6 (2010-), change the spec line 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
Chevrolet Camaro V6 (2010-2015)	94.0 x 85.6 3564	2853	2853	20x9-5 18x9 max	275	4.48, 2.58, 1.63, 1.19, 1.00, .75	3.27	337mm 315mm	3400 3500	800lb max spring F&R. SS front fascia, spoiler allowed. 1LE-SS Track Pack permitted part #23123398 . Tower Brace 22756880, red. TPR rear upper shock mount #22122, Pfadt lower control arm reinforcement # 1410135, # 009-92200, Brake Kit SS (p/n 23120542) For 2011 cars adaptor kit p/n (23484878).

2. #16151 (Derek Kulach) 350z de motor

In T3, Nissan 350Z Track/ Touring/ Standard Nismo (03-08) and Nissan 350Z Track/ Touring/ Standard Nismo (03-08) Spec, change the weight as follows:

DE Motor: ~~3250~~ 3200

Spec DE Motor: ~~3300~~ 3250

T4

1. #15932 (Lee Niffenegger) Combine 2012-2013 and 2014 Civic Si Spec Lines. Add 2015 model.

In T4, Honda Civic Si (2014), add the model year as follows:

Honda Civic Si (~~2014~~ 14-15)

2. #16304 (Touring Committee) Re-look weight on Toyota Celica GTS

In T4, Toyota Celica GTS/ GT (00-05), change the weight as follows:

~~2725~~ 2825

3. #16395 (SCCA Staff) Acura RSX notes

In T4, Acura RSX/ RSX Type-S (02-06), change the notes as follows:

"The following items must remain stock: ~~shock/struts (including mounts); original wheels, and transmission differential unless specified below. Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003 permitted. Acura suspension #08W60-56M allowed. Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used.~~ Header allowed, Front strut tower brace allowed, **32mm OEM style and configuration rear sway bar allowed.** OBD2 requirement for ECU does not apply. Effective 3/1/15: 55mm flat plate restrictor required."

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL

02/11/2015 - MINUTES

➤ Participants:

Brian McCarthy, Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Heyward Wagner, Lee Hill, Matthew Yip and Roy Mallory.

➤ Reports:

Board of Directors Report/Information

➤ Ongoing Business:

- National Convention
 - 20/20 Session – increase visibility for PDX, Time Trials and Hill Climbs
 - Discuss programs in open forum
- Track List Update
 - Verify PDX, Time Trials and Hill Climb venue locations are correctly listed in the national database
- Volunteer Incentive Program
 - Provided to full members volunteering at events
- Sanction Fees
 - Reviewed format of new documentation to include events combined with Club Racing
- National Championship Car Classifications
 - Tabled pending National Convention

➤ New Business:

➤ Actions:

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | February 4, 2015

The RallyCross Board (RXB) met via conference call on February 4. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, 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 (Stephen Hyatt): Hyatt is stepping down as liaison to the Safety Committee with Regan taking over the position. Harmer will make all necessary changes at the National office.
- Rules Committee (Keith Lightfoot): Lightfoot reported one rule proposal submission for the 2016 RallyCross Rules. The Committee has been following and discussing a build thread as a follow up to the Modified Category preparation Allowances bulletin released last month. The RXB discussed a question on the use of a drone by a site owner during a RallyCross event. The RXB agreed that as the SCCA insurance does not permit drones at SCCA events any landowner would be obliged to comply with SCCA insurance regulations.
- RallySprint Committee (Brent Blakely): Blakely reported that the SCCA declined to sanction the pilot event in Washington as a RallySprint because the roads at the site were too fast and partially public. The organizers chose to sanction the event through another sanctioning body. Other pilot events at other sites are being planned for later in the year.

Blakely recommended the following individuals as RallySprint Committee members: Daniel Hutchinson (Great Lakes), Mike Jiang (Texas), Peter Zlamany (Colorado), Scott Beliveau (New England), Edwin Cunill (Southeast) and Jared Lantzy (DC Region).

Motion: Accept Blakely's recommendations for RallySprint Committee members. Hyatt/Regan. PASSED 6-0.

- National Championship Committee (Stephen Hyatt): Hyatt reported a productive first meeting of the Committee. The Committee members had many good ideas. A schedule outline and supplemental regulations should be ready soon for RXB approval. Plans are to schedule the Town Hall for Friday night and reserve Saturday night for a fun social dinner. The event will retain the format of two days of competition. Plans also include a random class draw to avoid the usual Stock categories starting first. Harmer challenged the Committee and the RXB to be the social leaders at the event and to have the goal of making it the most fun National Championship event yet.
- Divisional RallyCross Steward (DRXS) Liaison (Ron Foley): Foley reported a good DRXS meeting where five stewards were on the call. Discussions included questions on rules, an incident (report to Safety Committee forthcoming) and National Challenge events, of which six are currently scheduled. Blakely requested that Foley reinforce to the DRXS the need for better event coordination within Divisions.

Old Business

- 2015 RallyCross National Championship site progress: The 2015 RallyCross National Championship will be held August 7-9 in Indianola, Iowa. As the date is earlier in the year than usual, registration will also be opening earlier. An announcement is forthcoming with all event and registration details.
- RXB meeting time change: The RXB discussed finding a better meeting day each month for all involved. It was agreed to hold future RXB conference calls on the first Tuesday of each month.
- Rules exception request: Hyatt reported having received the appropriate technical data sheet for the vehicles in this rules exception request. It was decided that these vehicles are specifically built for racing and are very limited in production numbers. Per the 2015 RallyCross Rules, these vehicles are not allowed at RallyCross events. Hyatt will reply accordingly to the request.
- National Convention: Howard Duncan summarized the planned sessions for RallyCross at the 2015 SCCA National Convention. RallyCross sessions will include RallyCross 2020, RallyCross Forum, and Site Acquisition (a shared session with Solo). Hyatt, Foley and Regan will represent RXB at the National Convention. The RXB discussed 5-year goals to consider for the RallyCross 2020 discussion. Besides the standard projections and participation level goals, the RXB would like to see development and growth in the RallySprint program, better and more event sites, improvement each year in the

RallyCross National Championship and improvement in the RallyCross Rules with some expansion of allowable vehicles.

- March 20 RXB meeting: The RXB will meet in Kansas City March 21-22 for a strategic planning session. An agenda will be started at the next RXB meeting call on March 3.

New Business

- National Challenge information gap: The National Office is not getting the needed information for the scheduled National Challenge events. Organizers and DRXS need to be encouraged to submit dates, locations and other event information to the National Office as soon as possible so that it can be posted on the SCCA website. Brian Harmer urged the RXB to better define the format and requirements of the National Challenge events. The RXB will address the subject at the strategic planning session in March.
- 2015 Court of Appeals: Regan will organize the Court of Appeals for 2015.
- New program/site Regional incentive plan: Brian Harmer confirmed that the incentive program implemented last year for new programs and sites will remain in effect for 2015. Program details are as follows:

RallyCross New Program/Site 2015 Regional Incentive Plan

The RallyCross Board and the Rally/Solo Department are happy to announce an Incentive Plan to help Regions start a new RallyCross program or use a new RallyCross site. This Incentive Plan will help Regions by reducing fees and some fixed costs when starting a new program or when finding and using a new site for existing programs.

The definition of "new", as applied for this Incentive Plan, is not having a RallyCross event or using a RallyCross site in the three years prior to the proposed event date. Regions who want to apply for this program must have their Divisional Steward request it from the Rally/Solo Department prior to applying for the sanction.

Plan Overview of Fees

	<u>Sanction fee</u>	<u>Insurance</u>
<u>Regions starting a new RallyCross program</u>		
1st event	No Fee	\$3.50/entry with no minimum
2nd event	No Fee	\$3.50/entry with no minimum
<u>Regions using a new RallyCross site</u>		
1st event	\$2.50/entry, no minimum	\$3.50/entry with no minimum
2nd event	\$2.50/entry no minimum	\$3.50/entry, minimum of \$50

Next meeting: March 3, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
January 24, 2015

The RoadRally Board met in person in Denver, Colorado, in conjunction with the RM Divisional Conference on January 24, 2015; meeting called to order by chairman Rich Bireta at 9:00 AM MST. In attendance: Clarence Westberg, John Emmons, Rich Bireta, Chuck Hanson, Jeanne English (phone), BOD liaison Terry Hanushek, and Mike Thompson (guest).

The January minutes were approved.

Front Burner Items:

1. RReNewsletter
 - a. January issue not yet published.
2. 2015 Face to Face RRB Meeting (All times Mountain Time)

This is the February RRB business meeting.

 1. 2016 Rule Changes? The only rules that will be enforced are those that are actually published, and they will be enforced as written. The rule on combining Regional and National results exists in Chapter 7 of the RFO's. It was the feeling of the attendees that the original purpose of the RFO rule was for Lifetime Points scoring, but this needs more research and discussion.
 - a. Rich will issue memos on these subjects.
 2. Planning Calendar – All anticipated National Rallies have dates. On calendar:
 - a. South Jersey (March 28/29), Madison (May 2), LaCrosse (Sept. 19/20), Indy (July 18/19), St Louis (Aug. 1 / 2), California (Nov. 7/8), Pittsburgh (Apr. 11/12)
 3. Regional Rule Book: Clarence feels that this needs to be a stand alone document. This means that it needs to be renumbered. Chuck agrees. Continue on with the program of creating a Regional Rule Book, and look at a longer term project of complete reorganization of the RRR's.
 4. Destination Rallies: Sort of a new category. Similar to the Coker Tire Challenge last year. Clarence is currently working on a special rally in Ouray, CO.
 - a. Points? How many? Count toward championship? Clarence is leaning to feeling that that they should not count.
 - b. Separate category? Need to be covered by Regional Rule Book instead of the RRR's.
 5. Coker 2015 – Yes or No? We (SCCA) failed in promotion in 2014. Dave Head has offered to be the promotion chair for the 2015 event. Other spark plug candidates: Joe Clouatre, Rick Beattie. Consensus seems to be that we not do it in 2015 unless we can quickly come up with a real sparkplug for promoting the event. (Jeanne has volunteered to act as the SCCA Chair/bridge to the Coker committee, so that aspect is covered.)
 6. USRRC 2015, USRRC 20xx? No candidates, so the question of whether we have a 2015 USRRC is moot at this point.
 7. Town Hall in February?

11:00 Break/Lunch

1:00 Reconvene for discussion: Road Rally – State of the Sport

Attendees: Rich, Chuck, Clarence, John, Terry, Mike, Howard Duncan, Rick Meyers

Rich reviewed with the board his notes regarding the current state of the sport. His notes contained four sections: The state of the sport, definition of road rally community, a listing of the needs of the road rally community and a list of actions that the RRB should continue and / or undertake in 2015.

An extensive discussion was held with RRB members and guests Howard Duncan, Terry Hanushek (BOD) and Rick Meyers.

Rich plans to publish his "State of the Sport" notes and commentary in the Road Rally eNewsletter.

Next meeting March 9, 2015, via conference call

Respectfully submitted,
Jeanne English, RRB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's 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/>