

## BOARD OF DIRECTORS

The SCCA National Board of Directors met at the Hilton Charlotte Center City Hotel, Charlotte, NC on Thursday, February 19, 2015. Area Directors in attendance were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Bill Kephart, Treasurer, Todd Butler, Secretary, KJ Christopher, Dick Patullo, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and Lee Hill.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Mindi Pfannenstiel, Senior Director of Accounting; Eric Prill, Chief Operations Officer; Heyward Wagner, Director of Experiential Programs and Aimee Thoennes, Executive Assistant.

The following guests participated: Robert Clarke, President, SCCA Pro Racing; Erik Skirmants, President, SCCA Enterprises. SCCA Enterprises Board members Chris Funk, Steve Pence, Gary Pitts and Jerry Wannarka. Program board members also participated from the CRB: Jim Wheeler and David Arken; SEB: Steve Hudson and Brian Connors and RXB: Steve Hyatt and Ron Foley. 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

## EXECUTIVE REPORT

Noble reviewed her briefing book report with an emphasis on the progress report by Wagner on Track Night in America and new partner support from Garmin as presenting sponsors for the Runoffs and Tire Rack Solo Nationals.

Wagner provide a project overview: TNiA currently at 21 tracks with 88 events scheduled for 2015. This provides an opportunity to have over 10K participants. This program is designed to be self funding. The TNIA concept is to introduce people to SCCA and track activities that do not have the ability to spend full days or weekends at the track and who don't know how to get involved in motorsports. Tire Rack will work with SCCA on a coupon program that will allow us to quantify the benefits of this program to our partners and sponsors. SCCA marketing will tie the overall TNIA program and activities together with local, in-market advertising and outreach.

Eric Prill reported on the new Garmin partnership and using their products to enhance some current programs. Garmin is signed to be presenting sponsors for the Runoffs and Tire Rack Solo Nationals as well as supporting Starting Line with product to enhance that program.

Pfannenstiel presented the finance report: total revenue of \$7.729M with total operating expenses of \$7.907M for a net operating loss for 2014 of \$177K. This represents a variance of about \$238K over 2014 budget. Revenue misses include sanction fees, entry and registration fees for Runoffs, Solo Nationals, and Convention, salaries and benefits, and professional services. All revenue misses are well understood. The approved 2015 budget takes these areas into account. If new opportunities come in (example new sponsor or deal with expenses needed to service the contract) this would result in a variance to the budget and Budget and Finance Committee would provide oversight.

SCCA Pro Racing net profit about \$12K following debt repayment of \$50K, and Enterprises (not final yet for 2014) expected to be around \$20K.

**Motion:** Patullo/Harris - to revise and clarify the language around the Class Compliance Chief "CCC" position in the GCR section 5.11.4. Effective immediately. PASSED 12-1; Zekert opposed.

### 5.11.4 **Class Compliance Chief (CCC)**

*When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. **The***

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*CCC will report any findings of vehicles not complying with the GCR to the Series Chief Steward or the Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Decisions made by the CCC regarding compliance are non-protestable. Penalties assessed by the Series Chief Steward, Chief Steward or Stewards of the Meet (SOM) may be subject to protest or appeal.*

Runoffs Update: 2017 Runoffs location is still under discussion and negotiation. BoD reiterated rotation schedule around country. BoD also noted that if an exceptional, aspirational track became available, the rotation schedule could be interrupted, then resumed.

2015 Convention. Thoennes briefed the BoD on weekend's agenda with BoD obligations and locations.

Brian McCarthy, Chairman of the Planning Committee provided an update to the full BoD. The PC has had one meeting since December BoD. PC is looking at 4 areas: Volunteers and staffing for events, what should our standing BoD committees look like and responsibilities, BoD liaison roles, and tiered membership. Limited discussion over tiered membership, the trick is to implement it to grow revenue and membership rather than negatively impact revenue from current full members who may choose to drop to a tiered membership.

John Walsh brought up discussion about how to build more trust between BoD and Staff and committees, to allow staff to take actions without BoD micro-management. There was discussion that BoD needs better metrics to measure progress including financial accountability and timelines and key deliverables for major projects.

BoD discussed SportsCar costs. SportsCar is a major chunk (\$550K) of our budget annually. Small group should look at costs, options for club publications. Noble to bring a white paper to Board at their next face to face meeting.

There was a philosophical discussion on tow fund. Tow fund as it existed in the past was essentially a transfer tax from one end of the grid (all Majors participants) to the other end of the grid (limited number Runoffs participants). BoD reviewed alternate proposal to entice Runoffs participation as alternatives to the old tow fund. No new initiatives approved at this time.

Liaison Reports were provided by the following: Patullo/Zekert - CoA report, McCarthy/Hill - TTAC report, Hanushek - RRB report, Hanushek - SEB report, Pulliam - RXB report and Pulliam - Exec Steward report.

Representatives from various program boards and subsidiaries met with the BoD.

Steve Hudson and Brian Connors represented the SEB. SEB considering a Heritage class. Discussion over event cancellation policies and deadlines for national solo events. SEB is looking at tenure and staggered replacement plan for advisory committees. Discussion with SEB around region development and how to expand Solo beyond minimum self-sustaining program size. Solo wants to investigate live webcast broadcasting of events. Club Racing has done this on a limited scale with some Majors, SEB will hook up with them to understand support requirements and costs.

**Motion:** Hanushek/Christopher: Approve appointment of Phil Osborne as Regional Development Coordinator for SW Division. PASSED Unanimous

Steve Hyatt and Ron Foley represented the RXB. Problems with site selection continue and some recent issues with main SCCA website performance were raised. RXB raised some support concerns over level of staffing for RXB program. RXB needs to work on a marketing plan and increased exposure. RXB developing rule set for RallySprint, and plans to hold at least 2 pilot events this year and present rules package to BoD later in 2015.

Erik Skirmants, President of SCCA Enterprises and Chris Funk, Chairman of Board, SCCA Enterprises, reported that the Gen 3 rollout has been very successful. 341 sales as of this date. The 2014 R&D year accomplished the goal of helping refine costs and issues with the update kit. Resolving issues in the Gen 3 launch has been a key focus of Enterprises. BoD has asked Inc and Enterprises to refine the financial reporting and tracking process going forward. Enterprises was able to resume payment on the loan principal due SCCA Inc last fall.

BoD was briefed on future updates to product lines, including components for sustainability (not performance), tires, body work, etc.

Robert Clarke, President of SCCA Pro Racing presented an in depth review of SCCA Pro racing series in 2014 and 2015 series support. Pro is supporting 9 different series for 2015. Pirelli World Challenge, Trans Am, Mazda MX-5 Cup, F-Series (F1600, SCCA Fastrack News

F2000, FA), Formula E, Formula Lites, Maserati Trofeo World Series, Unlimited Racing Championship. Clarke reviewed the various series strengths and directions and impacts on future of Pro.

CRB Chairman, Jim Wheeler presented and discussed the Club Racing Rules package. A general update on advisory committees was also provided. BoD asked to confirm Sam Henry as new CRB member. SMAC now has standing invites to Mazda Motorsports and to NASA representatives as appropriate. FSRAC also attracting interest from other manufacturers.

**Motion:** Butler/Zekert - Confirm appointment of Sam Henry to CRB effective immediately. PASSED Unanimous.

**Motion:** Zekert/Lindstrand - Approve 16221 (Start Line) as presented effective 5/1/15. PASSED 10-3. Against: Patullo, Christopher, McCarthy.

#16221 – (February Fastrack – Club Racing Board) Recommended Portion of Letter #15269  
Change 6.5.2.C.1: 1. A car that improves its position relative to the field during the pace lap by moving forward, moving out of line *more than half a car width*, or passing before the green flag is displayed may be penalized for a false start. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in Section 7.

In the interest of opening competition as broadly as possible, the CRB recommends lowering the minimum age for a competition license to 14. GCR references to 15 year old drivers should be updated to reflect this.

**Motion:** Kephart/Butler - Approve 15828 (Minimum Age) as presented effective 6/1/15. PASSED 9-4. Against: Walsh, McCarthy, Hanushek, Harris.

#15828 – (March Fastrack – Matt Miskoe) Minimum Driver Age  
In the interest of opening competition as broadly as possible, the CRB recommends lowering the minimum age for a competition license to 14.

**Motion:** Patullo/Harris - Move to table 14612 (Compliance Review). TABLED Unanimous.

#14612 – (February Fastrack – Steve Harris) Replacement for GCR 8.1.4 - Compliance Review  
Change 8.1.4.: 8.1.4~~5~~. Protests  
Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.  
Add new section 8.1.4: *8.1.4 Compliance Review*  
*A member may request a determination on the compliance of their vehicle or its components, to the current GCR, through the Club Racing Department.*  
*A. Upon receiving a request, the staff will review the request and will consult with the CRB and other appropriate resources to provide a response to the member.*  
*B. If Club Racing cannot make a determination, the member will be directed to submit a letter through the crbscca.com system.*  
*C. Club Racing will notify the CRB of the letter number and the CRB will expedite review and provide clarification of the applicable rule(s) as may be appropriate.*  
*D. A fee for the service is \$100. A portion of the fee may be refunded at the discretion of Club Racing.*  
*E. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually and there is no guarantee of compliance beyond the current rules season.*

**Motion:** Butler/Lindstrand - Approve CRB rules package as presented with recommended effective dates. PASSED Unanimous.

#### Effective 5/1/2015

**FC - #15933** – (February Fastrack – Formula/Sports Racing Committee) Zetec engine  
The CRB recommends specification updates and allowances for rebuilds for the Zetec engine in FC. These changes are available at: <http://scca.cdn.racersites.com/prod/assets/gcr%209%201%201%20B%2016%20amended%20v14-12-17d1.pdf>.

**ASR, P1, and P2 - #15693** – (February Fastrack – David Ferguson) Opposed to Shock Rule

Add **9.1.8.A.2:**

*In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, in ASR, P1, P2 any fluid dampers are allowed with the following restrictions:*

- 1. Dampers must be manually adjustable only.*
- 2. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.*

- 3. *Electro/Magnetic shock fluid is prohibited*
- 4. *Shocks may not be electronically interconnected, however data acquisition is permissible as long as it serves no other purpose.*

**P2 - #13718** – (February Fastrack – Jay Ivey) Camshaft for YAC

The CRB recommends allowing the Kent Cam# CW14 Lift: .430" duration, 316 degrees to be used in the YAC engines with mechanical tappets in the P2 class. The YAC with this cam must use a 38mm venturi restrictor.

In the P2 engine table, line H; in the "Notes" column add:

*Kent Cam# CW14 Lift: .430" duration, 316 degrees with mechanical tappets allowed with a 38mm venturi restrictor.*

**#13719** – (February Fastrack -- Jay Ivey) 2.0L YAC and 2.0L Pinto Bore Size

In the P2 class, the CRB recommends allowing the maximum bore size for the 2.0L YAC and 2.0L Pinto engines to be +.040 over STD for a maximum bore size of 3.620". This allows for rebuilds and to extend the life of the engine blocks.

In line F of the P2 engine table in the "notes" column add:

*Maximum bore size of 3.620 allowed for Pinto*

In line H of the P2 engine table in the "notes" column add:

*Maximum bore size of 3.620 allowed*

**GCR - #16402** – (March Fastrack – 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.

**Effective 6/1/2015**

**P2 - #16220**—(March Fastrack – 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:

<b>Table 1 (Spec Line Cars)</b>					
<b>Marque</b>	<b>Wheelbase inches max/ Track Max inches</b>	<b>Weight Displacement</b>	<b>Engine</b>	<b>Restrictor</b>	<b>Notes</b>
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand	94/54	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. <del>Must meet under body aerodynamic requirements in section e.</del> <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 - AM 5, 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	<i>TBD</i>	<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			

#16270—(March Fastrack – 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 - #16110 – (March Fastrack – Christopher Childs) Blueprint Definition**

Add a new section “e.” to Appendix F., under “Blueprinting”: ***e. Any edges resulting from authorized machining processes may be deburred up to .040”.***

Meeting was adjourned at 5:45 pm Eastern.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | February 25, February 28, March 1, 2015

The Solo Events Board met by conference call February 25<sup>th</sup> and in Kansas City February 28-March 1. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

### Recommended to the BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Safety**

#### #13838 Passenger Age Comments

Effective 1/1/2016, change 1.3.2.D as follows:

1.3.2.D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old *or is at least 57" tall*
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet.

#### #15820 Child Ride Allowance Comments

Insert a new third sentence of 1.3.2.O to read as follows:

*Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding.*

### **Street Touring**

#### #14332 94-01 Acura Integra in STX Proposal

Change the Appendix A classification *from STS to STX*:

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

#### #15045 Fiat 500 Abarth Classing Proposal

Move the following Appendix A listings *from STS to STX*:

Fiat 500 Abarth

Fiat 500 Turbo (2013-2014)

### **Street Prepared**

#### #12572 E9X M3 move to BSP

Remove the following *line from ASP* and add *to ESP*:

BMW

M3 (2007-13)

Note: The SPAC feels that this car would not be an overdog in ESP.

### Member Advisories

## **Tire Rack Solo Nationals**

The SEB has approved Alex Jones and Roger H. Johnson as course designers for the 2015 Tire Rack Solo Nationals.

### **Street**

#### #16271 Options Clarification

At the present time, the SAC feels that the currently available "exclusive" options (such as those which Porsche designates "Porsche Exclusive") are legal, as delivered through US dealers. Competitors are reminded that the burden of documentation rests with the competitor.

### **Street Prepared**

#### #16312 Update/Backdate Clarification

Per the SPAC, to correctly update/backdate the roof on an E30 chassis BMW, the competitor must also replicate bracing in order to be in compliance with 15.11.

### **Prepared**

#### #16295 PAC Application

The SEB has approved the appointment of Nick Gruendler to the PAC.

### **Kart**

#### #14619 Electric Karts Classing Proposal

Appendix G.II.A states that "125cc shifter karts (KM) are the fastest karts allowed." Subject to this constraint electric karts would be legal for Solo use, however the KAC has concerns that this constraint could be violated depending on the design of the electric kart in question. Further the KAC feels that the rules from other sanctioning bodies related to these vehicles are currently too fluid to confidently reference. As such the KAC is not recommending classing an electric package for national competition and advises Regions to evaluate the performance of the specific vehicle in question to ensure that Appendix G.II.A is not violated.

#### #15976 JB Briggs World Formula Restrictors

The SEB/KAC wishes to thank Briggs and Stratton for the continuing support of the FJ World Formula Solo program by providing restrictors for the FJB class at no cost to members. The SEB/KAC would like to ask parents who have a WF restrictor that is no longer needed to please return the restrictor to SCCA for redistribution.

## **Change Proposals**

### **Street Touring**

#### #15087 SC300 Move to STX Proposal

The following classing change proposal, effective 1/1/2016, is provided for member review and comment:

Change Appendix A classification *from STS to STX*:

Lexus SC300

### **Street Prepared**

#### #13934 Jensen-Healey Move to FSP Proposal

The SPAC requests member feedback on the following changes to Appendix A:

Remove the following line *from CSP*:

Jensen-Healey

Add the following line *to FSP*:

Jensen-Healey

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

### **Street Modified and Prepared**

#### #15047 Weigh With Drivers Proposal

The SEB is proposing the following change in order to obtain membership feedback.

Change all weights in Street Modified and Prepared to be specified as *with driver*, and increase all weight specifications in those two categories by 200 lbs.

Note: this will make all categories in Solo utilizing minimum weights have a consistent methodology as well as provide more parity among drivers of different weights.

#### Prepared

##### #15274 DP/EP/FP Displacement Multiplier Proposal

The PAC has provided the following for member review and comment:

XP and CP already calculate minimum weights by actual displacement, as these classes permit engine changes. Noting that many cars currently classed in Section 17: Prepared do not have "0" over, high compression pistons available, the PAC is seeking member comments regarding utilizing the *actual engine displacement, including any allowed bore changes*, to calculate the minimum weight of a vehicle in DP, EP, and FP.

##### #15583 FWD VW Classing Proposal

The PAC Recommends publishing for member comment the following class change:

Move VW Corrado VR6 (1992-1995) *from FP to EP*.

The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6cyl engines to be a good fit in EP, without being an overdog. The PAC recommends moving these vehicles to EP for 2016.

#### Modified

##### #15029 FSAE Aero Proposal

Per the SEB, the previously-published rule change proposal regarding FSAE is withdrawn and the following proposed changes are provided in its place:

*Remove* from Section 18.5, subsections *18.5.B* and *18.5.E.2*.

#### Kart

##### #15724 FJ Tire Proposal

The KAC is seeking member feedback on spec tires for the FJ program, as follows:

Should FJ continue with the MG Red as the spec tire or use an inclusion list consisting of the MG Red and the Hoosier R60?

##### #16325 Junior Age Comments

The KAC recommends changing 19.2.A.3.a as follows: Age: 5 to **8** years.

This allows an overlap between FJC and FJB consistent with the overlap for FJB and FJA.

#### Other Items Reviewed

##### Street

##### #16321 Tire Comments

Thank you for your input on the availability of 200TW tires prior to the April 30th Deadline.

##### #16407 Street Tire Comments

Thank you for your comments supporting the move to Street Tires and relaying your positive experience.

##### Street Prepared

##### #16294, 16302 Roll Center Comments

Thank you for your input. The SPAC has not yet made a decision on roll center letter #14955.

## **Kart**

### **#15835 Junior Weight Comments**

The KAC thanks you for your input.

## **Not Recommended**

### **Street**

#### **#15831, 16437 Veloster Turbo Move to HS Proposal**

Thank you for your input. The SAC does not recommend making this change at this time, and will continue to monitor the competitive mix in GS/HS.

#### **#15870, 16028, 16030, 16041, 16114, 16193, 16225 Fiat Abarth Classing Comments, Move to HS Proposals**

Thank you for your input. The SAC does not recommend moving this car to HS, and will continue to monitor the competitive mix in GS/HS.

#### **#16006 Tire Allowance Proposal**

The SEB notes that the examples listed in Section 13.3 for reasons a tire may be excluded is not exhaustive.

#### **#16404 Street Tire Rule Proposal**

The SAC feels that the 200 treadwear rating is appropriate for the Street category. Although short supply may be an issue, this is a temporary situation that does not warrant a rule change.

#### **#16431 Street Class Comments**

Thank you for your input. The SAC does not anticipate adding any additional National classes in the Street category. Regions are reminded that they are free to add classes that they feel are appropriate.

### **Street Touring**

#### **#16104, 16105 R1R Exclusion Proposal**

The SEB is not in favor of putting the Toyo R1R on the exclusion list at this time.

#### **#16429 911S STR Classing Proposal**

The STAC feels that the 1974-77 Porsche 911 falls outside of the Street Touring vision. Local Regions are encouraged to make special classing allowances for vehicles such as these as they see fit.

### **Street Prepared**

#### **#14140 Super Charger Drive Pulleys**

The SPAC is not comfortable with changing the rules regarding supercharger pulleys at this time because it has the potential to change the competitive balance of SP classes.

#### **#14202 Super Charger Boost Allowance Proposal**

Please see the response to item #14140. Thank you for your input.

#### **#14278 Differential Cover Allowance Proposal**

Solid-axle differential cover replacements are allowed per 15.8.1.6. At this time the SPAC does not feel that differential covers for IRS cars should be open due to the possible unintended consequences of such a change.

### **Prepared**

#### **#9983 LP GP Cars Allowance Proposal**

The PAC and SEB eliminated GP and have worked to incorporate Preparation Level 2 vehicles into EP. The PAC will continue to monitor the class and introduce new make/model listings to facilitate increased participation opportunities for members.

The PAC thanks the member for their feedback.

## #16388 Bodywork Clarification

Per the PAC, there is no allowance for the replacement of an X-prepared Corvette windshield frame/"A-pillar," because Appendix A, section X-Prepared explicitly excludes Section 17.11.A "In-Excess" vehicles. Sections 17.2.A and 17.2.R prevent the modification of this bodywork.

## Kart

### #16002 Kids younger than required age not allowed to run

Update 2/25/15: The KAC withdraws the previously-published proposal to change 19.2.A regarding entrants having a birthday during the competition season (change proposal #16002, February Fastrack).

See item #16325 for a related proposal.

## Handled Elsewhere

### Street

#### #16343, 16344 2015 Ford Mustang I4 Ecoboost Classing Proposal

Please see letter 16255 in Fastrack.

### Street Touring

#### #15789 Fiat 500 Abarth in STX Comments

Please see item #15045.

### Street Prepared

#### #14579 BMW E9x M3 Move to ESP Proposal

Please see item #12572.

#### #14654, 14655, 14656, 14658, 14686, 14719, 14832 M3 Move to ESP Comments

Thank you for your comments. Please see item #12572.

#### #15898 2007+ GT500 Classing Clarification

This has been corrected in the February Fastrack, item #15887.

## Tech Bulletins

### General

#### #16465 Drone rule omitted

Errors and Omissions: the following Tech Bulletin was inadvertently omitted from the published 2015 Solo Rules:

Add new section 1.3.2.V as follows:

*V. The use of unmanned aircraft systems (UAS's, i.e. drones) is not permitted at any event, unless (1) approved by event officials, and (2) the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of UAS's, and must provide at a minimum \$10M of primary coverage.*

Note: the online updated version of the Solo Rules has been corrected to include this addition.

#### #16566 3.3.3 Renumbering Corrections

13.9.E should refer to 3.3.3.B.18, not 17.

13.10.C should refer to 3.3.3.B.16, not 15.

14.10.D should refer to 3.3.3.B.16, not 15.

15.2.F should refer to 3.3.3.B.3, not 3.3.3.B.2.

15.6.A should refer to 3.3.3.B.13, not 12.

15.10.I should refer to 3.3.3.B.16.

17.10.L should refer to 3.3.3.B.16.

18.4 should refer to 3.3.3.B.13.

## Street

### #12563 Alfa Romeo 4C Classing Proposal

Effective immediately upon publication, add to SS as a new listing:

*Alfa Romeo*

*4C (2015)*

### #16322 BMW 3 Series Diesel Classing Proposal

Add to FS as new listings, effective immediately upon publication:

*BMW*

*328d (2014-2015)*

*335d (2009-2011)*

### #16353 Tire Clarification

Errors and Omissions:

Add "*Tires may be replaced with tires of any size that fit the allowable wheels and fender wells without modification*" as the first sentence of section 13.3 and move "Tires must be designed for highway use on passenger cars" to new section 13.3.A.5.

Note: the added wording was previously in 13.3.G and was inadvertently omitted when 13.3 was reorganized for 2014.

### #16384 2015 MINI Cooper S year listing corrections

Errors and Omissions:

The DS listings for the Mini Cooper Roadster and Cooper S in DS are corrected as follows:

MINI

Cooper Roadster S (*2012-15*)

Cooper S (*2002-15*)

### #16430 300ZX Classing Comments

Per the SAC, correct the FS listing for the Nissan 300ZX Turbo from "(1983-1990)" to "(1983-*1989*)"

## Street Touring

### #14991 1984-1989 300zx Classing Clarification

Per the STAC, add the following new listings in Appendix A:

In STX:

*Nissan 300ZX N/A (1984-1989)*

In STU:

*Nissan 300ZX Turbo (1984-1989)*

### #15818 94-97 Honda Accord Classing Proposal

Per the STAC the following new listing, effective immediately upon publication, is added to Appendix A:

STS

*Honda Accord (1994-1997)*

#### #15974 Mustang Turbo, Charger and Challenger Classing Proposal

Per the STAC add the following new listings, effective immediately upon publication, to Appendix A:

In STX:

*Dodge Challenger (V6) (2008-2015)*

*Dodge Charger (V6) (2006-2015)*

In STU:

*Ford Mustang (2.3T) (2015)*

*Dodge Challenger (V8) (N/A) (2008-2015)*

*Dodge Charger (V8) (N/A) (2006-2015)*

#### #16226 Proposal to include 2013+ Honda Civic Si models in ST classes.

Per the STAC, modify the Appendix A listing in STX as follows:

Honda

Civic Si (2006-*2015*)

Note: the effect of this is to add the 2013-2015 cars to STX, and as such those are subject to the provisions of 3.2.

#### **Street R, Street Prepared, Street Modified**

##### #16568 DOT-R tires in SP, SM, and SSR

Errors and Omissions: The following wording changes were published as Tech Bulletins (#15191, December 2014 and #14477, November 2014) but inadvertently omitted from the 2015 rule book:

Change 15.3 and Appendix A SSR to read as follows:

“Tires must meet the requirements for Street Category with the exception of Sections 13.3.A.1 (minimum UTQG treadwear grade) and 13.3.A.2 (minimum molded tread depth) *and 13.3.A.5 (tires must be designed for highway use)*. Section 13.3.C.4 is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

*Kumho Ecsta W710”*

#### **Street Prepared**

##### #12936 2013 Mini Cooper JCW GP2 Classing Proposal

Change the Mini listing for DSP from:

MINI

Cooper S (all including JCW & 2006 JCW GP except Countryman)

To:

MINI

Cooper S (all including JCW & JCW GP except Countryman)

Note: This is to clear up confusion regarding the 2013 JCW GP which is included in this line.

##### #16222 Fix WRX listing

Errors and Omissions: The ASP listing under Subaru in Appendix A is corrected as follows:

Subaru

Impreza WRX (all incl. STI) (*2002-14*), Legacy (Turbo) (2004-14), & Forester XT (2004-14)

##### #16391 Class Focus ST in SP

Add the following listing to DSP, effective immediately upon publication:

Ford & Mercury

*Focus ST (2013+)*

**Prepared**

#16469 CP wheel width conflict

Per the PAC, amend Section 17.4 and Appendix A, Prepared for clarity.

Amend Section 17.4 as follows:

17.4 WHEELS

- A. Any wheel ~~may be replaced in accordance with the Prepared class listings in Appendix A.~~ not exceeding 12" in width may be used for all classes. Any wheel may be replaced in accordance with the Prepared listings in Appendix A.
- B. Wheel spacers may be used.
- C. Any wheel mounting stud or bolt may be used.
- D. The use of center lock wheels and hubs is permitted.
- E. ~~A~~ The manufacturer's *standard* original wheel size *exceeding the listing in Appendix A* may be used, *and must remain*; this is axle-specific relative to original *standard*-size wheels, *with no additional weight penalty*. Track dimensions must comply with *the listings* those specified in Appendix A. ~~, as applicable. Any weight increases listed in Section 17.4 must be complied with. Original equipment size wheels exceeding 17.4.A Appendix A are allowed with no additional weight increase.~~

Amend Appendix A as follows:

C-Prepared, replace "Wheel size allowances are as per 17.4" with:

*Wheels may be replaced with a wheel having any diameter and any width, without weight adjustments.*

D-Prepared, before the "Weight Formulas" Section, Add:

*Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.*

E-Prepared, before the "Weight Formulas" Section, Add:

*Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.*

F-Prepared, before the "Weight Formulas" Section, Add:

*Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.*

# CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 3, 2015

The Club Racing Board met by teleconference on March 3, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Kevin Fandozzi, David Arken, Sam Henry, 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 Lee Hill, Board of Directors guest. The following decisions were made:

## Member Advisory

### **FA**

1. #15935 (Keith Grant) Swift .016 Rev Limit

Thank you for your letter. The CRB does not recommend rev limits for the 016 in FA at this time; however, the FSRAC and CRB are exploring the possibility for implementation of a process for rev limits in 2016.

## No Action Required

### **FB**

1. #16106 (Randy Cook) FB Restrictors

Thank you for your letter. The CRB will continue to monitor performance and discuss the possibility of implementing restrictors in the future, if necessary.

### **GCR**

1. #16147 (Kent Prather) Tow Fund Rule

Thank you for your letter. The Board of Directors declined to support the Runoffs tow fund for the 2015 year.

### **GT1**

1. #16279 (Rick Henschel) Front Splitter Length

Thank you for your letter. Trans Am is in the process of changing their rules to reflect proper wording that does not conflict with GT1 wording.

### **GT2**

1. #16007 (Ross Murray) Proposed Viper Changes

Thank you for your letter. When World Challenge data is reviewed, the CRB believes the required restrictor plate will not allow the modifications to exceed class parameters.

### **GT3**

1. #16262 (Ralph Thuesen) GT-3 Proposal 15975

Thank you for your support.

### **IT**

1. #15770 (Charles Tanck) ITA Category Specifications

Thank you for your letter. Cars in Improved Touring are classified with weights that are calculated via the process in the Improved Touring Operations manual, found in the members' section "file cabinet" on the SCCA website. Weight changes that occur as cars change categories may not necessarily parallel each other, but employment of the IT Process calculation helps to establish consistency of cars within each class in IT.

### **ITB**

1. #16095 (Ricardo Blazquez) Mazda Miata

Thank you for your letter. The Miata exceeds the performance potential of ITB. The CRB believes the car is correct as classified.

### **STL**

1. #16187 (Adam Jabaay) Porting of Heads With 1% Weight Penalty

Thank you for your input. Please see the response to Letter #15577.

### **T1**

1. #16359 (SCCA Staff) T1 Alternate Engines

Thank you for your inquiry. The intention is to classify engine and chassis combinations, not displacement/weight combinations.

### **T4**

1. #16119 (Lynne Griffiths) T4 Mustang Concerns

The CRB appreciates your feedback. The TAC and the CRB spent an extensive amount of time looking at recorded data as

well as actual results in T4, in order to make recommended changes for 2015. The CRB is working to grow the class and has made changes to narrow the band of performance as well as classify new cars within this new band. This is an effort to introduce additional newer model cars to the class. The CRB believes these changes, short term, will have to be closely monitored; however, the CRB believes it is better for the long term health of the T4 class.

The CRB hopes that T4 competitors will continue to come out and race so the CRB can monitor these adjustments for the health of the class by examining results. Parking a T4 car, and not competing accomplishes nothing, and gives no data to compare and make changes accordingly.

### **Not Recommended**

#### **FC**

1. #16339 (Francis Kennette) Zetec Water Pump Rule Change

Thank you for your letter. The CRB does not recommend allowing an electric water pump for the Zetec engine in FC. The rules are adequate as written.

#### **FV**

1. #16145 (Derek Harding) Removal of Carbon from Combustion Chamber

Thank you for your letter. Engine CC capacity is measured "as raced" and SCCA's process is consistent with other organizations. The rules are adequate as written.

#### **P1**

1. #16337 (Val Popescu) Allow Air Bottles in the Passenger Compartment

Thank you for your letter. Outside of the fire system, the CRB does not recommend the placement of any pressurized canisters in the cockpit of formula or sports racers cars not separated from the driver by a bulkhead.

2. #16448 (Kevin Kloepfer) Change Restrictor

Thank you for your letter. The rule is adequate as written. The CRB will continue to monitor data and make adjustments as necessary.

#### **GCR**

1. #16273 (Joe Harlan) Track Records

Thank you for your suggestion, however, the CRB has determined that, practically, it cannot be implemented.

#### **GT2**

1. #16261 (James Brown) Carbureted GT2 2001 C5 LS3 Corvette

Thank you for your inquiry. The chassis/engine combination you list is a GT2/STO car, which must use the OEM fuel injection.

2. #16373 (Joe Aquilante) C7 Bodywork for GT2 and T1 Class

Thank you for your letter. The CRB feels that there are currently enough competitive Corvette options to choose from without allowing a re-bodying option for GT2/ST cars.

#### **GT3**

1. #16434 (Craig Johnson) Datsun 280Z GT2 Car to GT3

Thank you for your letter. The 3.0L engine exceeds the overbore allowance in the GT rules. The L28 is already classified in GT3.

#### **IT**

1. #15436 (David James) Allow Porting for Rotary 12A

Thank you for your letter. The proposed rule change is not recommended for Improved Touring.

#### **ITB**

1. #15095 (Ken Haughwout) Honda Accord

Thank you for your letter. The CRB believes the car is correct as classified but will continue to monitor its performance.

#### **ITR**

1. #16421 (Edwin Soto-Quinones) Weight Reduction Request Honda S2000

Thank you for your letter, the car is correct as classified. The CRB will continue to monitor its performance.

#### **EP**

1. #16481 (Bill Lamkin) Wheel Size Comparisons for Inline-6 BMWs

Thank you for your inquiry. The wheel sizes specified for the listed cars are based on OEM wheel sizes. There is no indication, based on competition results, that BMWs on 15"X7" wheels are disadvantaged.

## FP

### 1. #16330 (Rick Haynes) Lotus 1500

Thank you for your request. Based on the results of competition, the Lotus 1500 appears to have specifications that make it competitive in the class.

### 2. #16428 (Kent Prather) Alternate Cylinder head for MGA

Thank you for your request. This change is not consistent with class philosophy.

## HP

### 1. #16327 (Ron Bartell) Recent Weight Adjustments for Parity

Thank you for your feedback. The points you raise are important, however, the CRB believes that competitors should be given the opportunity to implement the recent changes. The CRB will continue to monitor the recent changes.

### 2. #16383 (Donald Robinson) Changing Datsun 210 1.4L Specifications

Thank you for your request. The CRB will monitor results of competition in HP (which includes slowing down the front running 4-valve engine cars) to determine if additional adjustments to this or any other car in the class are warranted.

## STL

### 1. #15577 (Club Racing Board ) Cylinder Heads

The CRB does not recommend head porting for STL at this time. The CRB thanks the following authors for their input:

Gregg Ginsberg (16034), Greg Amy (16076), Christopher Childs (16116), Glenn Lawton (16150), Alan Leshner (16155), Jake Gulick (16165), Rich Walke (16172), Adam Jabaay (16187).

## STU

### 1. #16363 (Bret de Pedro) Trying to Get 93 RX-7 Twin Turbo into STU

Thank you for your request. The CRB does not recommend classifying this car in STU at this time.

### 2. #16371 (Eric Thompson) Exterior Body Panels/Bumpers

Thank you for your request. The CRB does not recommend this change at this time. The recommended change is not within class philosophy.

### 3. #16412 (Daniel Brabec) Approve Eligibility of 1991 Ford Taurus SHO

Thank you for your request, which is not recommended at this time. If the car is prepared to ITR specifications, it can run in STU.

### 4. #16435 (Eric Thompson) AWD Restrictor vs. Tire Section Width

Thank you for your request. The CRB does not recommend this, as it is not within class philosophy.

## T2

### 1. #16366 (Steven Glaab) Corvette Performance Adjustment

Thank you for your request. Adjustments have been made to increase class parity. The Corvette is a proven competitor after witnessing its performance at the 2014 Runoffs.

## T3

### 1. #16367 (Bob Schader) Weight Adjustment between 350Z's

Thank you for your request. The CRB does not recommend this change. The potential of the HR is known. The CRB notes to the author that rod bolt replacement is not compliant in touring category rules.

## **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](http://www.clubracingboard.com).

## IT

### 1. #15424 (Earl Richards) Clarify IT Rule on Heater Component Removal

Thank you for your letter. Change 9.1.3.D.e: e. ~~Air conditioning~~ *Climate control systems* may be removed in whole or in part.

Change 9.1.3.D.3.g.: g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged or bypassed (looped) or removed. Heater water control valve(s) may be added or substituted. Heater core shall ~~not~~ *may* be removed.

## **SM**

1. #16475 (Ralph Provitz) Minimum Cylinder Head Thickness

Thank you for your suggestion. Change the values in the table for 9.1.7.C.1.f.1: ~~5.245~~ **5.235** inches.

## **Taken Care Of**

### **FA**

1. #14623 (Chris Fahan) Rev Limit Request

Thank you for your letter. Please see the response to letter #15935.

2. #15952 (Chris Fahan) Rev Limit in FA

Thank you for your letter. Please see the response to letter #15935.

3. #15983 (Andy Schaufelberger) 2015 FA Engine Rules

Thank you for your letter. Please see the response to letter #15935.

4. #15989 (Rich Zober) Rev Limit for 2.3 in Swift 016

Thank you for your letter. Please see the response to letter #15935.

5. #16157 (David Free) RPM Limit in FA

Thank you for your letter. Please see the response to letter #15935.

6. #16209 (Erik Oseth) 2.3 Mazda Rev Limit

Thank you for your letter. Please see the response to letter #15935.

### **FC**

1. #16530 (Francis Kennette) Zetec Water Pump Rule Change

Thank you for your letter. Please see the response to letter #16339.

### **FF**

1. #16396 (Greg Case) Timing of Spec Tire Rule and Minimum Spec Tire

Thank you for your letter. The CRB has recommended pursuing a spec/control tire for FF through the Club Racing Department for the 2016 racing season and beyond. The 2015 racing season and 2015 Runoffs will be covered by the existing FF rules as currently written.

2. #16464 (Brian Ell) Spec Tire Support

Thank you for your letter. Please see the response to letter #16396.

### **P2**

1. #15922 (David Ferguson) Issues with Preliminary TB 15-01

Thank you for your letter. The rules are adequate as written. Please see the response to Letter #16220, March 2015 Fastrack Minutes. Letter #16220 was approved by the Board of Directors in their February 2015 meeting to be effective 6/1/2015.

### **GCR**

1. #16238 (David Gomberg) Letter #16221 (Pulling out of line)

Thank you for your feedback. Letter #16221 was approved by the Board of Directors in their February 2015 meeting, for implementation 5/1/2015. Please see the final wording for letter #16221, March 2015 Fastrack Minutes.

2. #16242 (John Nesbitt) Re: #16221 (Club Racing Board (Modify Start Procedure)

Thank you for your feedback. Letter #16221 was approved by the Board of Directors in their February 2015 meeting, for implementation 5/1/2015. Please see the final wording for letter #16221, March 2015 Fastrack Minutes.

### **T4**

1. #16313 (Tony Lopez) Lack of Responsiveness

Thank you for your letter. Please see the response to letter #16119.

## **What Do You Think**

### **STL**

1. #16326 (Christopher Blough) Add Valve Lift Exception to ST

The CRB is requesting input on the following question: Should cars be classified in STL/STU, in their stock configuration when their stock engines might exceed current specifications for compression ratio and valve lift?

This would be on a case by case basis, (i.e. Subaru BRZ/Scion FRS), with weight and inlet restrictors as appropriate for competitive balance.

# CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2015  
NUMBER: TB 15-04  
FROM: Club Racing Board  
TO: Competitors, Stewards, and Scrutineers  
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications  
All changes are effective 4/1/2015 unless otherwise noted.

## American Sedan

None.

## B-Spec

None.

## Formula/Sports Racing

### FV

#### 1. #16489 (Formula/Sports Racing Committee) Rear axle fairings

In section 9.1.1.9.o, replace the language as follows:

~~"The rear locating arm(s), coil spring(s), and shock absorber(s) shall not be faired in and shall be visible from the side without removal or manipulation of any part or panel."~~

*"The space between the rear locating arm and axle tube up to the outer casting flange may be enclosed in bodywork for the purpose of streamlining. The enclosing bodywork may not extend above or below the triangular space nor beyond the axle tube or locating arm away from the triangular space so enclosed except that the panels may be wrapped tightly around the locating arm or axle tube as a method of location or attachment. The panels shall be securely attached. Brackets and fasteners used for attachment shall serve no aerodynamic purpose."*

In section 9.1.1.9.q, change the language as follows:

Bodywork shall be defined as all panels external to the chassis/frame and licked directly by the air stream. This includes the floor pan. All bodywork shall be rigidly *securely* attached to the chassis and shall not move relative to the chassis while the car is in operation, *except where specifically allowed in the FV rules*. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame.

### GCR

#### 1. #16441 (SCCA Staff) Section 9.3.19 harness size

In section 9.3.19, remove sections A and B as follows:

~~A. A 5 point system, for use in automobiles where the driver is seated in an upright position, consists of:~~

~~• A 2 or 3 inch seat belt.~~

~~• Two (2) approximately 3 inch shoulder harnesses; 2 inch shoulder harnesses may be used only if a HANS® device, defNder™ or Safety Solutions Head Restraint systems is worn by the driver.~~

~~• An approximately 2 inch anti-submarine strap.~~

~~A 5 point harness is considered a minimum restraint system. 6 or 7 point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.~~

~~B. A 6 or 7 point system, recommended for use in all automobiles, consists of:~~

~~• A 2 or 3 inch seat belt.~~

~~• Two (2) approximately 3 inch shoulder harnesses; 2 inch shoulder harnesses may be used only if a HANS® device, defNder™ or Safety Solutions Head Restraint systems is worn by the driver.~~

~~• 2 or 3 approximately 2 inch leg or anti-submarine straps.~~

Re-number section C through H

## Grand Touring

### GT2

#### 1. #16355 (Keith Gillespie) 2000-2009 Honda S2000

In GT2, classify the Honda S2000 as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Honda S2000</i>	<i>2000-2009</i>	<i>2DR</i>	<i>RWD</i>	<i>94.5</i>	

### GT3

1. #16354 (Keith Gillespie) 2000-2009 Honda S2000

In GT3, classify the Honda S2000 as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Honda S2000</i>	<i>2000-2009</i>	<i>2DR</i>	<i>RWD</i>	<i>94.5</i>	

### GTL

1. #16329 (Tim Linerud) Match Weight

In GTL, Volkswagen water cooled (Production Limited Prep Level 2), change the weight as follows:

~~2065~~ *2040*

### Improved Touring

### IT

1. #16275 (David Dewhurst) Compression Ratio

In the ITCS spec lines, change the heading of the 5th column as follows:

*Stock* Comp Ratio

### ITA

1. #14860 (Troy Hale) 2002-03 Mazda Protege5 in ITA

In ITA, classify the Mazda Protege5 as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mazda Protege5 (02-03)</i>	<i>4 Cyl DOHC</i>	<i>83.0 x 92.0 1991</i>	<i>(I) 31.5 (E) 27.6</i>	<i>9.1:1</i>	<i>102.8</i>	<i>16</i>	<i>3.31, 1.84, 1.31, 0.97, 0.76</i>	<i>(F) 258 Vented Disc (R) 261 Solid Disc</i>	<i>2305</i>	

In ITA, Mazda Protege ES/LX (01-03), correct the brake size as follows:

(F) ~~259~~ *258* Vented Disc

(R) ~~259~~ *261* Vented *Solid Disc*

2. #15261 (brian schindler) 2009 ford focus Coupe

In ITA, classify the Ford Focus Coupe and Sedan as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Ford Focus Coupe (08-10)</i>	<i>4 Cyl DOHC</i>	<i>87.5 x 83.1 1999</i>	<i>35.0(I) 30.0(E)</i>	<i>10.0</i>	<i>102.9</i>	<i>17</i>	<i>3.67, 2.14, 1.45, 1.03, 0.77</i>	<i>275 x 25 Vented disc (F) 203x 45 drum (R)</i>	<i>2490</i>	
<i>Ford Focus Sedan (08-10)</i>	<i>4 Cyl DOHC</i>	<i>87.5 x 83.1 1999</i>	<i>35.0(I) 30.0(E)</i>	<i>10.0</i>	<i>102.9</i>	<i>16</i>	<i>3.67, 2.14, 1.45, 1.03, 0.77</i>	<i>275 x 25 Vented disc (F) 203x 45 drum (R)</i>	<i>2490</i>	

### ITB

1. #14716 (Ken Haughwout) 85 Audi Coupe Weight Correction

In ITB, Audi GT Coupe (84-86), change the weight as follows:

2500 2380

2. #15273 (Sean Garcia) Classify the 2001 Chevy Cavalier 2.2L  
In ITB, classify the Chevy Cavalier as follows:

ITB	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Chevrolet Cavalier Coupe 2.2L (95-02)</i>	<i>4 Cyl OHC</i>	<i>89.0 x 88.0 2190</i>	<i>(I) 44.0 (E) 37.0</i>	<i>9.0</i>	<i>104.1</i>	<i>15</i>	<i>3.58, 2.02, 1.35, 0.98, 0.69</i>	<i>(F) 260 x 20.5 ventilated Disc (R) 200 Drum</i>	<i>2500</i>	

## Production

### HP

1. #16451 (Kyle Keenan) Correct Kia Rio5 Transmission  
In HP, Kia Rio 5 (12-14), change the Trans. Speeds as follows:  
**5 6**

2. #16501 (M Brakke) Mazda 2 throttle body  
In Hp, Mazda 2 (07-11), change the Carb. No. & Type as follows:  
Fuel injection 60 **45** mm throttle body.

3. #16544 (Production Committee) weight 2012 -2015 Yaris  
In HP, Toyota Yaris (12-15), change the weight as follows:  
4900 **1970** \*4948 \*2019 \*\*4995 \*\*2069

4. #16420 (Production Committee) Allow use of Mk2 front spindles in HP  
In HP, Volkswagen Rabbit Cabriolet 1780, Volkswagen Rabbit 1588 (includes Cabriolet/convertible), Volkswagen Rabbit 1715 (81-84)(excl. conv.), Volkswagen Scirocco 1457/1471, Volkswagen Scirocco 1588, Volkswagen Scirocco 1715 (81-84) and Volkswagen Scirocco 1780 (8-valve)(83-88), add the notes as follows:  
**Mk2 VW front spindles are permitted.**

### Spec Miata

1. #15838 (Bob Kucera) 1.6 Parity in SM  
In SM, Mazda MX-5/Miata (90-93), change the weight as follows:  
2300 **2275** or 2345 **2290** With Alternate Bore

## Super Touring

### STU

1. #16387 (Tim Wise) MX-5 World Challenge Spec additional clarifications  
In section 9.1.4.A, change the language as follows:  
"World Challenge vehicles **that are non-compliant to the STCS but** compliant to a SCCA Pro VTS may be approved on a case-by-case basis for STU. **See 9.1.4.H.4. See the STU "Approved World Challenge Cars" table.**"

In section 9.1.4.B.2, change the language as follows:  
World Challenge Touring cars, ~~with a VTS sheet dated 2009 or earlier,~~ are eligible for classification in STU under the following criteria:

- Cars will be approved on a case-by-case basis with supporting World Challenge VTS documentation
- Competitors must have the VTS sheet and **Appendix A**, as approved, available for scrutineers when requested.
- Weight will be set at the greater of the World Challenge weight plus 5% or the STU rules weight plus 5%.
- Cars approved to run in accordance with their World Challenge VTS must adhere to those specifications and are not permitted to adopt general STU specifications.
- ~~See 9.1.4.2.1, table of Approved World Challenge Cars.~~
- ~~Cars must meet tire rule 9.1.4.P.1~~

In sections 9.1.4.H.4, change the language as follows:

“Approved World Challenge Cars, *listed in Table B*, must be run in accordance with *approved* VTS sheet of 2009 or earlier and in accordance with World Challenge 2009 Appendix A. Appendix A is available on the [www.scca.com](http://www.scca.com) website on the Club Racing Technical Forms and Downloads page (accessible from the Club Racing Cars and Rules page).”

2. #16394 (david mead) replace missing carb allowances for rotaries in STU  
In STU table B, replace the notes as follows:

STU	Maximum Displ.	Minimum Weight	Notes
Mazda 12A Street Port	NA	2250	<i>Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with 38mm chokes on a “dual-y” manifold.</i>
Mazda 13B Bridge Port	NA	2600	<i>Stock intake manifold &amp; throttle body required, or automotive 2 barrel carb with 44 mm chokes</i>
Mercedes CLK	2300	3200	<i>Precision turbo model 5557 allowed with 35mm TIR restrictor. Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.</i>

## Touring

### T1

1. #16266 (Touring Committee) OEM spec

In section 9.1.9.1, add the language as follows:

“These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements.”

*“OEM specifications are as delivered from the manufacturer. In no way are any category rule modifications, swaps, updating or backdating to be performed to any component of the complete engine including intake and throttle body unless specifically allowed in the spec line. Specifically, any spec lines that contain the phrase or acronym OEM in the maximum displacement or engine notes section of the spec line, MUST adhere to OEM specs, EXCEPT engine bore. These engines may be bored out to a maximum of .040” over standard bore size.”*

2. #16332 (david mead) add 3.7L mustang engine to 4.0L S/C spec line

In T1, classify the 3.7L Mustang as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Ford Mustang</i>	<i>3700</i>	<i>3200</i>		<i>Rotrex 38-81 Permitted</i>	<i>Aftermarket K members are permitted.</i>

### T2

1. #16365 (Steven Glaab) C5 Dry Sump Allowance

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) ZO6 (hardtop)(01-04), add the notes as follows:

*ARE dry sump kit #3021S, or Aviad dry sump kit #008-10001 allowed*

2. #16386 (Touring Committee) Verify Porsche 997 Carrera brake specs in T2

In T2, Porsche 911/997 (06-08), correct the brake size as follows:

(F) ~~350~~ **318** Vented Disc

(R) ~~330~~ **299** Vented Disc

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS Dean Busk vs. SOM COA Ref. No. 15-01-SP February 12, 2015

### FACTS IN BRIEF

On January 17, 2015, after the Majors Sprint race for Spec Miata (SM) at Auto Club Speedway, Curtis Gong, SM #71, filed a protest against Dean Busk, SM #7, for violation of GCR 6.11.1. (On Course Driver Conduct) for contact made as #7 was attempting an outside pass of #71 at Turn 3. The Stewards of the Meeting (SOM) Leo Baker, Bill Wells, and Roger Littell (Chairman) met, reviewed the presented evidence, and heard testimony from six witnesses. The SOM upheld the protest and moved Mr. Busk to last finishing place in class, imposed a two race probation period, and permitted him to start from the back in the Sunday race. In accordance with 2015 GCR 7.4., three penalty points were automatically assessed against Mr. Busk's competition license. Mr. Busk appealed the SOM decision.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on February 5 and 12, 2015 to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Busk including annotated video evidence, and data acquisition system information received January 27, 2015
2. Official Observers Report and related documents, received February 2, 2015
3. SOM Chairman's Electronic Mail Response to Appeal, dated February 10, 2015

### FINDINGS

In his appeal, Mr. Busk offered a well-written and documented appeal utilizing selected and annotated still frames from two of the videos reviewed by the SOM and analysis of information from his data acquisition system. The COA conducted an extensive review of Mr. Busk's documentation, the complete body of evidence used by the SOM (four videos and six witness statements), and the SOM Chairman's confirmation that all the witnesses were interviewed.

The SOM conducted a hearing and properly considered the evidence in arriving at their ruling. Mr. Busk's evidence was well presented, but relied heavily on only a selective portion of the video evidence available to and used by the SOM. Based on its review of Mr. Busk's analysis and arguments, the COA is unconvinced that his actions did not cause the first lap incident. Additionally, the penalties imposed were within the authority granted to the SOM by 2015 GCR 5.12.1.A.3.

### DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Busk's appeal is well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL

03/11/2015

➤ Expected Participants:

Brian McCarthy, Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Lee Hill, Matthew Yip, Roy Mallory, Terry Hanushek and Tony Machi.

➤ Reports:

Board of Directors Report/Information

- Volunteer Incentive Program fee
  - Per entrant fee reduced from \$6 to \$5
- New National Sponsors acquired
  - Garmin
    - Runoffs and National Tour
  - Tire Rack
    - Street Survival
    - Track Night – America

➤ Ongoing Business:

Convention highlights

- Track Night – America
  - Coupons promoting discounted Track Night
  - Targeted \$125 entry fee
    - Work half an event, get 50% discount at same event
  - Approx 20 tracks targeted to host initial events
- SCCA Archives materials
  - Moving from Indianapolis to Watkins Glen
  - Self-sustaining thru SCCA Foundation
    - Partially funded thru annual raffle

Time Trials Advisory Council – Leadership Structure Changes

- Send suggestions to Roy and/or Heyward for review

➤ New Business:

Gambler's Edge Hillclimb – Colorado – create subcommittee

- Members
  - Craig Farr
  - Dave Deborde
  - Matthew Yip

National Classification Structure – create subcommittee

- Members
  - Dave Deborde
  - Craig Farr
  - Kent Carter

# RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | March 3, 2015

The RallyCross Board (RXB) met via conference call on March 3. 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 (Chris Regan): Regan is getting acquainted with the Safety Committee procedures. Foley will provide him with a list of the current Safety Committee members. Foley also reported discussing the liaison change with Mark Utecht, Safety Committee chairman. Brian Harmer will forward any forthcoming incident reports to the Committee.
- Rules Committee (Keith Lightfoot): Lightfoot started a thread at the SCCA RallyCross forum for new rule proposals for the 2016 RallyCross Rules. A few proposals have been made there and are generating comments from the membership. Lightfoot also plans to attach a Modified build thread from another forum to our forum to elicit feedback from the membership on the direction of the Modified Category rules. Lightfoot also reported a Regional request to allow Trophy Trucks to run in an exhibition or similar class. As the current RallyCross Rules specifically prohibit Trophy Trucks, Lightfoot requested future RXB discussions on such allowances and the direction of classing rules.
- RallySprint Committee (Brent Blakely): Blakely reported that two RallySprint events are scheduled, May 9 in Dalton, NH and May 23-24 in Prairie City, CA. Registration for the New Hampshire event is now open. Other events are in the early development stages. Blakely is planning to start regular conference calls for the Committee.
- National Championship Committee (Stephen Hyatt): The Committee prepared and submitted to the RXB a proposed set of Supplemental Regulations for the 2015 National Challenge events and the National Championship event. The RXB discussed each proposed change, approving or amending each proposal. The amended Supplemental Regulations will be returned to the Committee for changes. Final RXB approval will be conducted through email.
- Divisional RallyCross Stewards (DRXS) Liaison (Ron Foley): Foley reported that five Divisions were represented on the February 26 conference call. Details of the 2015 National Challenge events were discussed. All but one Division have National Challenge events scheduled. The DRXS also discussed safety, rules and upcoming events in the RallySprint program.

## Old Business

- March 21-22 meeting: Hyatt reminded the RXB to secure travel plans for the face-to-face strategic planning session in Kansas City. Agenda items need to be submitted by March 16.
- National Challenge information update: Much of the information on the National Challenge events has not been forwarded to the National Office to post on the website, such as dates, locations and links to registration, Supplemental Regulations and other information. As there are contingencies involved with these events, promotion is very important. A reminder will be sent to all DRXS to submit any missing information to Brian Harmer.
- 2015 Court of Appeals: Regan is in the process of organizing the Court of Appeals. The full Court with alternates should be ready for RXB approval at the next RXB meeting.
- Drones: For insurance reasons, drones are not allowed at SCCA events for 2015. If one is flying above an event, the event must be stopped until the aircraft has been cleared from the airspace.

## New Business

- National Convention report: Hyatt reported very good National Convention. Not as many competitors attended with the Convention format change. The Town Hall was very good. The RallyCross 2020 discussion was also good and lasted about two and a half hours. Three or four new programs showed interest and a couple older programs showed renewed interest in the RallyCross program. In her keynote address Lisa Noble praised RallyCross as one of the SCCA programs that she is the most proud of because of its growth and benefit to the club. RallyCross continued to grow in 2014, although at a slightly slower rate than previous years. Howard Duncan commented that RallyCross attracts a different group of folks, with a younger demographic, and it creates good visuals in pictures. Hyatt also noted a lot of interest in the RallySprint

program at the Convention. The Year of the New Program is the theme for 2015 at the SCCA, which RallySprint could be part of and attract new members. The Track Night in America program could provide both RallyCross and RallySprint with an opportunity for promotion through car displays and similar publicity.

Next meeting: March 21-22, 2015

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## Sports Car Club of America RoadRally Board Minutes March 9, 2015

The RoadRally Board met via teleconference March 9, 2015; meeting called to order at 7:12 PM CDT by acting chairman Clarence Westberg. In attendance: Clarence Westberg, John Emmons, Chuck Hanson, Jeanne English, BOD liaisons Terry Hanushek and Lee Hill; Rich Bireta called in later.

The February minutes were approved.

### Front Burner Items:

1. RReNewsletter

Latest issue published today, another fine effort on Cheryl Babbe's part. Please continue to support Cheryl's efforts. Thank you, Cheryl.

John Emmons email added to [rb@scca.com](mailto:rb@scca.com)? Is John getting email?

John say he thinks it's working now, although he has not been home today to check.

2. Executive Session – minutes published separately

3. Regional Road Rally Rulebook (RRRRs?) - Rich

Postponed to next month; Rich not here, and most have not read it yet (just sent out today)

4. Responding to requests for experiential events, such as Ouray, Iowa City - Clarence

Clarence thinks that we need another checkbox on sanction form for 'different' types of event. He now has two possible new events in the Twin Cities. Terry said that SCCA has set up a separate department for these types of events headed by Heyward Wagner. Clarence said that Ouray has their own publicity already established; he has a meeting on Friday to discuss progress.

5. Class SP Points – Chuck

The NEC feels that Chuck should combine all qualified SP competitors into a single SP class for points on Regional events. Chuck apologized to the NEC for **NOT** seeking their advice on this matter prior to starting the season standings, and he apologizes to the RRB for not seeking **THEIR** advice prior to starting the season standings. Making the change now, after having published for two months will be somewhat embarrassing, but Chuck can handle that, and it does not represent a great deal of work; he will still have the standings posted by March 15. Chuck makes the motion on behalf of the NEC to re-score the 2015 season with Regional SP participants combined into a single class. Motion withdrawn. However, at any event that offers an SP Class, people will be scored only in whatever class they are entered in. There still seems to be confusion over what SP is or isn't, and how it should be scored (or rescored). SP is only required for nationals. Clarence suggested dropping it for 2015. Terry said that from an outside point of view dropping it makes sense; Lee agreed. Motion: Drop Class SP for the 2015 competition year. Jeanne/John/pass. Chuck needs to know how to score the events that have already run. Continue discussion to April. (Chuck complained that this meant that he cannot post any further results until after the April meeting at which point the season is going to be in full swing and he is going to be seriously backlogged.) Clarence will talk to Jay Nemeth-Johannes and Clyde Heckler (both with rallies coming up soon). Jeanne will send notice of the motion to chairmen of currently scheduled National rallies.

6. NEC Report (Chuck)

a. Class SP Points – see item 6 above

b. 2016 Rules Changes - See the NEC report for members comments on the items below, no formal changes have been made yet

i. Minimum number of Nationals needed for awarding a championship

John Emmons made proposed that there be a minimum of 5 nationals in any series for that series to continue as independent series; the RRB is generally supportive of this. Terry asked if this was related to item iii below – sort of.

ii. Sunsetting GTA National Championship

If above is adopted, then this is basically going to be an automatic result. The question is when?

iii. Removing Regionals from National Championship

Clarence suggested that for 2016, those competing in E/L/S can only count nationals, but those in SP can also count regionals. Rich thought perhaps we should take a poll of regions about whether to include regional events or not. Rich asked what we thought about Clarence's idea - Chuck said the NEC is probably favorable; Clarence thinks it's a good compromise, but would like to see computers not allowed, let SP people focus on apps.

c. Clock Setting

Motion: The organizer's clock(s) is(are) official; electronic synching (such as with a connecting cord) will be considered to be unsportsmanlike conduct. Jeanne/Chuck/pass

Meeting adjourned at 9:22 PM CDT  
Next meeting April 13, 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/>