

BOARD OF DIRECTORS

The SCCA National Board of Directors met via conference call Tuesday, March 31, 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

Tom Campbell has agreed to take on the move of the SCCA archives to the Glen Motorsports Museum. Steve Oseth joined SCCA Pro Staff as Vice President and General Manager. This is not a staff add, it replaces a departing employee. BoD liaisons for RoadRally Board raised an issue that was moved to the BoD Exec committee for referral. The RRB issue was referred to the CoA by Exec Committee at RRB request.

President's Report - Noble

Convention future - NTP wants to continue the MSX Expo, negotiations still underway.

Noble provided a website update with an overview of the new website and timeline. TNIA is using a version of the website that will integrate back into SCCA.com when that is ready to launch. SCCA is looking at website moderation and content management issues.

Pulliam has helped spread TNIA information in her Area. Will share content with other BoD members. Pulliam recounted that there were 20+ signups within first 20 hours of the TNIA site going live for registration on the first Atlanta event.

Noble updated BoD on potential new partnerships with SCCA.

Prill updated BoD on 2017 Runoffs site selection progress.

Time Trials Motions

2 motions were submitted to modify the Ops and Organizational Manuals for Time Trials.

Purpose of Motion: Removal of a sentence from the Operations Manual allows the Director of Experiential Programs to select individuals and size of the Time Trials Administrative Council to more effectively administer the program.

Current Language

5.6 Time Trials Administrative Council (TTAC)

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

Motion: Pulliam/KJ- To approve the following changes to the Operations Manual. Approved Unanimous. Effective immediately (4/1/15).

5.6 Time Trials Administrative Council (TTAC)

Appointment: The Director of Experiential Programs shall appoint in December a Chairman and other members to the Time Trials Administrative Council, those selected shall be SCCA members in good standing.

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In order for the Time Trial Rules – Organizational Information Manual to be in alignment with the 2015 SCCA Operations Manual, the TTAC Chairman, Roy Mallory requests that modifying the following language:

Motion: Pulliam/KJ - To approve the following changes to the Time Trial Rules – Organizational Information Manual. Approved Unanimous. Effective immediately (4/1/15).

Page 14, Second bullet point:

• TIME TRIALS ADMINISTRATIVE COUNCIL (TTAC)

The purpose of the Time Trials Administrative Council (TTAC) shall be to oversee the Time Trials Program within the Experiential Programs department of SCCA. This council shall be made up of representatives ~~from each~~ Division, appointed by the Director of Experiential Programs. The TTAC establishes rules and standards for the organization and conduct of SCCA sanctioned Time Trials events, and the licensing of drivers and officials

Meeting adjourned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 25

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

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

Recommended to the BOD

The following subject 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.

General

#15749 Floormats again

Modify the new 3.3.3.B.2 as follows:

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

Member Advisories

Street

#16626, 16639, 16670, 16672, 16673, 16675, 16684, 16693, 16703, 16706 Scion Port Install Package Documentation Clarification

The SEB in conjunction with the SAC and the National Staff have been investigating the details of port installed options for the Scion FRS MY 2013-2015. Specifically, the TRD lowering springs P/N PTR07-18130 and TRD Sway Bar Kit P/N PTR11-18130. It has been determined both kits were available as port installed options for 2013-2015 Scion FR-S models, and thus they are compliant for use on a Scion FR-S in C Street.

Street Prepared

#14349 Update/Backdate clarification

Per the SPAC, update/backdate in Street Prepared is generally restricted to replacing parts that are like in function and placement. The essence of it is that the resulting parts should be a configuration or mix of configurations that reflect various options and years that were available on that model. This is not to be confused with an “option package conversion” which stipulates that every configuration on a vehicle be reflective of a particular model, year, and trim level.

One major restriction of Update/Backdate is that you may not swap a part for a non-part unless there was a configuration of that vehicle that featured the absence of that part. A negative example of this would be removing the rear doors on a four-door vehicle that also came as a coupe. While the rear doors were absent on the coupe, the overall configuration (a four-door chassis without rear doors) is not representative of how the car was configured by the manufacturer. A positive example of this is the removal of the retractable soft top on certain Miatas. Certain Miatas were offered without a soft top in a valid configuration so it is legal to use Update/Backdate to reflect that.

In the referenced S2000 clarification, the SPAC determined that yes the soft top may be removed, but Honda never offered the S2000 without a soft top and without the tonneau that was standard on all S2000CRs. Mere removal of the soft top constitutes swapping a part with a non-part just as removing the tonneau cover from a CR (without installing a soft-top) would. S2000 owners in BSP must decide whether to run one of two parts in this instance, either the factory soft top or the tonneau cover.

#16510, 16540, 16617 SPAC Applications

The SEB has approved the addition of Billy Davis and Greg Anthony to the SPAC. The SEB thanks all of the

members who indicated an interest in serving the Club in this capacity.

Street Modified

#16307 SMAC Application

The SEB has approved the addition of Jason Tipple to the SMAC.

#16347 Fender Allowance Clarification

Per the SMAC, fender liner removal is allowed per 16.1.I. Rear quarter fender modification (cut/pull/flare) is allowed per 15.2.A.

Modified

There is an opening on the MAC. Interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Change Proposals

General

#15275 Fix catchall Appendix A wording

The previously-published proposal to change the unclassified cars / catch-all provisions at the beginning of Appendix A has been amended and is provided here for additional member review and comment:

Change the second paragraph under APPENDIX A - AUTOMOBILE CLASSES as follows:

~~All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. Such unclassified cars will not be eligible for **National Solo® Events** or the Solo® National Championships. Members should look for a Tech Bulletin in an early current year issue of the official SCCA® publication (Fastrack® News) at www.scca.com for details or contact the National office.~~

In addition:

- Add a catch-all to Super Street as follows: "*All eligible unclassified cars not covered by another catch-all listing*".
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

Street Modified

#13595 Camber Plate Installation

Add to 16.1.E the verbiage "*Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.*"

Other Items Reviewed

General

#15043 New Class for vintage sportscars

The National Office has created the Heritage Classic class which will be available at Tour events during the year. The SEB will continue to monitor and evaluate the development of this class. Interested members are invited to check the ruleset out here: <http://www.scca.com/assets/2015-3-19%20HC%20prepared%20class.pdf>

#16526 Appendix I - Sound Level Measurements

Thank you for your input.

Junior Kart

#16348 16002 Kids younger than required age not allowed to run

Thank you for your input. Proposal #16002 was withdrawn in the April Fastrack.

Street Prepared

#14820, 14822 Differential Bushing Comments

Thank you for your comments.

#14894 Repair Method Proposal

Thank you for your input. The common sense repair wording was approved by the BOD and added to section 13 of the 2015 rules.

#15071, 15077, 15182, 15286 AWD Move to ASP Comments

Thank you for your input. With the BOD's approval, the WRX and turbo DSMs were moved to ASP as of the 2015 season.

Street Modified

#16292, 16299, 16300 SSM and SM Classing Proposal; Class Changes Comments

Per #15199, the proposal has been withdrawn. Thank you for your input.

Not Recommended

Street

#16453 Street Class tire swapping between runs.

Thank you for your input.

Street Modified

#15014 SMF Weight Increase Proposal

The SMAC thanks you for your input but feels the minimum weights in SMF are appropriate at this time.

#15199 SSM and SM Classing Proposal

The SMAC thanks the members for their input. At this time the SMAC is withdrawing the proposal to class selected cars outside the SM classing guidelines.

#16471 AWD Move to SSM Proposal

The SMAC considers AWD cars to be classed appropriately at this time.

#16574 SMA Class Proposal

The SMAC considers AWD cars to be classed appropriately at this time.

Prepared

#16399, 16607 K-Member Substitution Proposal

The PAC notes that under the current Section 17 Prepared rules Tubular K-members are allowed, with the appropriate weight penalty, under the Section 17.11 In-excess rules. However, due to manufacturer-specific differences (e.g - Ford: Engine/Transmission Cradle vs GM: entire frame structure forward of the firewall) in the construction of a front subframe or K-member an alternate sub-frame allowance would eliminate cross-manufacturer parity in C-Prepared.

The PAC thanks the members for the inquiries.

Handled Elsewhere

General

#16629 Fastrack Documentation Proposal

Please see the response to item #15713 in the January Fastrack.

Street

#16459 Alfa Romeo 4C

The Alfa Romeo 4C has been classed in SS per item #12563 in the April Fastrack.

Tech Bulletins

Street

#16524 Classification of the Chrysler 200 C and 200 S vehicles

The SAC has recommended the following new listings, effective immediately upon publication:

2010-2014 Chrysler 200 V6 all - GS

2015 Chrysler 200 V6 all - GS

2010-2014 Chrysler 200 4 cylinder all - HS

2015 Chrysler 200 4 cylinder all - HS

#16600 Porsche Cayman/Boxster GTS Classing Proposal

The SAC has recommended the following new listings, effective immediately upon publication, for SS:

2015 Porsche Cayman GTS

2015 Porsche Boxster GTS

#16755 Classification of Scion FR-S Release Series 1.0

Per section 3.2 of the Solo Rules and in light of the clarification #16626 regarding port installed TRD springs/bars for the Scion FR-S, the SEB is reclassifying the Scion FR-S Release Series 1.0 from B-Street to C-Street, effective immediately. The new C-Street listing will read "Scion FR-S (inc. Release Series 1.0)"

Street Touring

#16454 Error with Chevy Spark classing in 2015 rules

Errors and Omissions:

The following listing error is corrected in STF:

Chevrolet Spark

Note: The Spark was classed in STF, per August Fastrack item #13904.

Street Prepared

#16564 E&O for Steering rack bushings

Errors and omissions: the steering rack bushing rule didn't get updated per letter #12542, which was approved by the BOD in 2014 Dec. Fastrack. The change is as follows:

Remove "The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited." from 15.8.E

Street Modified

#16590 Remove 16.1.D.2

Remove 16.1.D.2 "Maximum engine displacements per class are specified in Appendix A." from the rule book as there is no max displacement defined in Appendix A and it could be confusing.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 7, 2015

The Club Racing Board met by teleconference on April 7, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Sam Henry, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Bruce Lindstrand, BoD liaisons; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

NOTE: This is an updated version of the May 2015 Fastrack Minutes. The following letters have been added or modified: 15576 (GCR, REC for 6/1/15), 16293 (GCR, TCO), 16783 (SM, REC for 2016), and 16487 (SM, TCO)

Member Advisory

T4

1. #16660 (Touring Committee) MX-5 cup cars in T4

MEMBERS NOTE! Competitors who race an MX-5 cup car in T4 instead of T3 are reminded that MX-5 cup cars must comply with all the T4 rules and specifications.

No Action Required

GCR

1. #16328 (Tim Linerud) Major Accord
Thank you for your comments.

2. #16364 (Brian Roberts) Non SFI Approved Carbon Air Tanks
Thank you for your request. It is up to the competitor to determine if pressure vessels in use on his/her vehicle are appropriate for the application.

3. #16411 (Steve Demeter) 14 Year Olds Competing in Road Racing - Opposition
Thank you for your comments.

GT3

1. #15912 (Roy Richards) Support for Letter #15093
Thank you for your letter.

SM

1. #16523 (Dave Wheeler) Broken Rear Differential Housing
Thank you for your inquiry. Industry standard repair of the rear differential housing is currently permitted by 9.1.7.C.

2. #16547 (Frank Todaro) Combine Efforts of SCCA SMAC, NASA, and Mazda
Thank you for your suggestion. SCCA, NASA, and Mazdaspeed are currently working together through the SMAC.

T1

1. #15980 (Scotty B White) Thank You and May I Have Another Please..?
Thank you for your letter. The CRB has made changes to the class and will monitor the effects of these changes.

2. #16449 (Marc Hoover) Wing Height Measurement
Thank you for your inquiry. The rule refers to the entire assembly and is clear as written.

T2

1. #16397 (James Rogerson) BMW E46 in T2
Thank you for your inquiry. The Alcon kit listed on the spec line is the correct part number.

T4

1. #16565 (Philip Royle) Re-Evaluate T4 MX-5's Performance
Thank you for your letter. The CRB will continue to monitor the performance in this class.

Not Recommended

F5

1. #16318 (Jim Murphy) Reduce the Size of the IIR in the Rotax 593
Thank you for your letter. The CRB does not recommend this change at this time.

2. #16447 (Jeff Jorgenson) 494 Rules Change
Thank you for your letter. The CRB does not recommend this change at this time.

P1

1. #16553 (Jeff Shafer) 1615 Restrictor

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

P2

1. #16527 (Paul Leonard) Letter #16220

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

ITA

1. #16615 (Ali Naimi) 2004 Mazda 3

Thank you for your letter. The car is classed correctly per the Improved Touring Operations Manual. Please recall that IT classifications are assigned weight based on full preparation to the ITCS.

ITR

1. #16433 (Gary Merideth) Torsion Bars WITH Coilovers OK?

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

EP

1. #16655 (Toby Larsson) Change of Rim Size for BMW E36 325

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

HP

1. #16598 (Mark Brakke) Mazda 2 Weight Penalty

Thank you for your request. When weight was added to the other 4 valve cars, this car was missed. This weight addition corrects that adjustment.

SM

1. #16502 (Todd Lamb) Re-Submitting SM Suspension Bushing Letter

Thank you for your continued feedback.

2. #16521 (Dave Wheeler) Allow 1.6 Cars to Install the 94-97 1.8 Engine

Thank you for your request.

T1

1. #16135 (Amir Haleem) Allow All Cars to Run Flared Front and Rear Fenders

Please submit specific manufacturer part numbers for your specific vehicle. The CRB does not recommend this category rule change across all makes and models in T1.

2. #16334 (David Mead) Add Jaguar XK8 Coupe to All Ford Engine Specification Lines

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

3. #16456 (Chris Edens) Miata Turbo Rules

Thank you for your request. The specification line is appropriate.

T2

1. #16390 (Kurt Rezzetano) 2011- 2014 Mustang GT and Boss Transmission Change

Thank you for your request. The CRB does not recommend an alternate or substitute transmission.

T2-T4

1. #16508 (David Mead) Flywheel Allowance for Dual Mass Flywheels

Thank you for your request. The rule is adequate as written.

T4

1. #16405 (David Mead) Restore 99-2000 Weight of 2380

Thank you for your request. The CRB does not recommend this change at this time. Please bring a competitive car out to race in T4 so the CRB can monitor results.

2. #16460 (Stan Czacki) Acura RSX Type S Weight

Thank you for your request. The CRB has made changes recently to T4 and will monitor these changes.

3. #16646 (Mark McCaughey) 00-05 Toyota Celica GTS Weight Adjustment

Thank you for your request. The CRB requests that you bring the car out and race it to gauge its competitiveness. The CRB believes the car will be very competitive based on past performances.

4. #16698 (Don Knowles) Allow a 3.23 Optional Rear End for the 1996-2002 Camaros/Firebird

Thank you for your request. The final drive ratio you mentioned is from an automatic transmission version of your car. The optional final drive ratios for the other cars you mentioned are final drive ratios for manual transmission versions of those cars.

Recommended Item for 2015

The following subject is referred to the Board of Directors for approval in their May 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, this items will be effective 6/1/2015.

1. #15576 (Terry Ozment) Drones at the Track

Add 2.2.6: *2.2.6 Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental Regulations.*

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. #14612 (Steve Harris) Replacement for GCR 8.1.4 - Compliance Review

Thank you for your request. The CRB recommends that the Board of Directors approve these changes to be effective 6/1/2015.

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 by submitting a Compliance Request Form to the Club Racing Department at which time a letter will be entered into the CRB letter system. The Compliance Request Form is available through the Club Racing Department.

A. The staff will review the request and must consult with the CRB and other appropriate experts.

B. Club Racing will schedule in-person inspection of the vehicle or components by a class expert. The expert will submit a written opinion back to Club Racing and the CRB.

C. Club Racing and the CRB will review the expert's opinion. If required, the CRB may initiate a clarification of the applicable rule(s). Club Racing will then submit a written ruling to the applicant.

D. A fee will be determined and paid in advance of the inspection. A portion of the fee may be refunded at the discretion of SCCA.

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.

SM

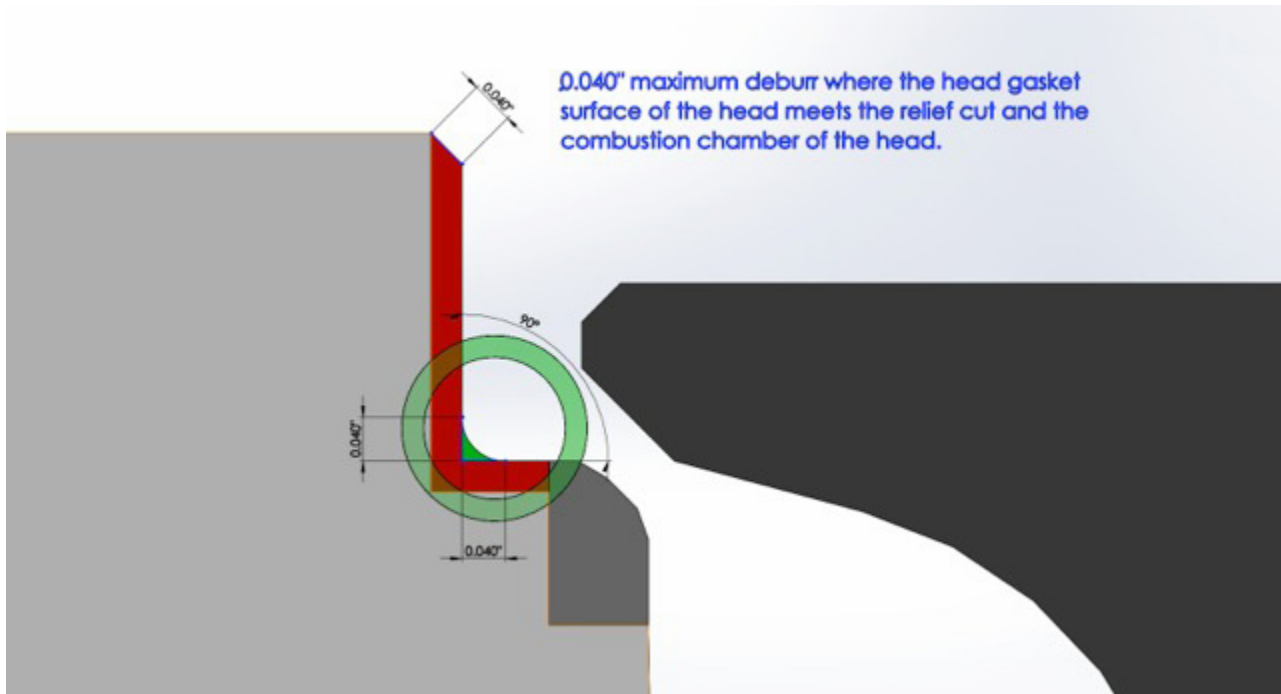
1. #16783 (Club Racing Board) Update to 9.1.7.C.1.a.1.f.5

Replace the entirety of 9.1.7.C.1.a.f.5

Current: 5. Unshrouding of valves is explicitly limited as follows: there must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is not to be blended by hand, machined, or chemically processed to create a smooth transition. The maximum dimensions are listed below, measuring guide-centerline to chamber edge:

New: 5. *Unshrouding of valves is explicitly limited as follows: The wall of allowed relief cut must be a single cut parallel and*

concentric with the valve guide for the full depth of the cut. The cut must be cylindrical with no taper. The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed .040". There must be a sharp, non-modified and non de-burred edge where the valve relief cut first meets the chamber. No part of this cut (except where it intersects the head gasket surface, which may be de-burred up to .040") is to be blended by hand, machined, or chemically processed to create a smooth transition. See diagram below. The maximum dimensions, measuring guide center line to chamber edge:



T4

1. #16712 (Touring Committee) Allow Aftermarket Wheels Pontiac Solstice
In T4, change the Notes for the Pontiac Solstice (06-09): The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted.

Taken Care Of

F

1. #15282 (Jack Walbran) Roll Cage Request
Thank you for your request. This has been corrected. Please see the current GCR.
2. #16641 (Stevan Davis) Flashing Rain Lights
Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.
3. #16647 (Dave Marklein) Strobing Rain Lights
Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.

FC

1. #16661 (Nicholas Palacio) Rain Light
Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.
2. #16695 (Formula/Sports Racing Committee) Who Killed Flashing Rain Lights?
Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.

FM

1. #16515 (Robert Dahl) Spec Tire in FM
Thank you for your letter. Please see the response to letter #15884, February 2015 Fastrack Minutes.

FV

1. #16697 (Hugh Maloney) Rain Light

Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.

GCR

1. #16263 (Matt Rowe) Response to 16221 -- Comment on Change to Start Procedure
Thank you for your comments. Please see the current GCR.
2. #16285 (Fred Cummings) GCR 6.5.2.C.1. - Race Start Procedure
Thank you for your comments. Please see the current GCR.
3. #16293 (Terry Hanushek) Drone Prohibition
Thank you for your letter. Please see the response to letter #15576.
4. #16301 (Paul Gauzens) Item 16221: Proposed Change to 6.5.2.C.1 - Start Procedure
Thank you for your comments. Please see the current GCR.
5. #16392 (Scott Bowman) Strongly Against Change Described in 16221 - Start Procedures
Thank you for your comments. Please see the current GCR.
5. #16400 (Marcia Ulise) Comment on Recommendation to Change Wording of 6.5.2.C.1:1
Thank you for your comments. Please see the current GCR.

GT2

1. #16570 (Keith Gillespie) Letter #16354, 2000-2009 Honda S2000 in GT3
Thank you for your request. Please see the current GCR specification line Notes for this car.
2. #16571 (Keith Gillespie) Letter #16355
Thank you for your request. Please see the current GCR spec line Notes for this car.

ITR

1. #16604 (Andy Bettencourt) Dual Classifications
Thank you for your letter. Please see the response to letter #16494, Technical Bulletin.
2. #16605 (Andy Bettencourt) Acura RSX-S Re-Class back to ITR
Thank you for your letter. Please see the response to letter #16494, Technical Bulletin.

SM

1. #15867 (Richard Powers) Images of Flash Removal in Combustion Chamber on New Mazda Cylinder Head
Thank you for your letter. Please see the response to letter #16783.
2. #16487 (Vicktor Volpe) 1.6L Parity/Short Term and Long Term SM Viability
Thank you for your feedback. Please see the response to letter #15838, March 2015 Fastrack Technical Bulletin.
3. #16514 (Dan Tiley) Please Do Not Make another Head Machining Rule Change
Thank you for your letter. Please see the response to letter #16783.

T1

1. #16358 (David Mead) Rule Pertaining to Request to Add Jag XK8 to Ford Engine Specification Line
Thank you for your letter. Please see the response to letter #16334.
2. #16457 (Frank Likert) Mazdaspeed Turbo Options
Thank you for your letter. Please see the response to letter #16456.

T2

1. #16368 (Joe Aquilante) Re-examine Balance of Performance for E92 BMW in T-2
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.
2. #16370 (Kurt Rezzetano) T2 E92 BMW M3
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.
3. #16375 (Mike Geldart) Balance of Performance Review T2 BMW
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

4. #16376 (Preston Calvert) Relative Performance of the BMW E92 M3 in T2 at Sebring
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

5. #16378 (Preston Calvert) Correction to Letter #16376
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

6. #16381 (Joe Aquilante) Correction to Previous Statement about BMW E92 Dry Sump
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

What Do You Think

GT2

1. #16385 (James Goughary) Option for SIR Restricted GT2 Cars
The Club Racing Board is seeking feedback on the below question. Please send your feedback through the CRB letter system at www.crbscca.com.

For GT2, should all SIR restricted cars be permitted an option to run with a larger SIR and an appropriate addition of weight?

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 www.crbscca.com.

The Production Advisory Committee requested the CRB re-post this letter so that members will know that they can still send in their feedback.

RESUMES

1. #15555 (J.R. Osborne) Resume for FB Ad Hoc Committee
Thank you for your letter. The FB Ad Hoc is inactive at this time. Your resume will be kept on file for consideration should the committee become active again.

2. #15574 (Gary Hickman) Request for Placement on FB Ad Hoc Committee
Thank you for your letter. The FB Ad Hoc is inactive at this time. Your resume will be kept on file for consideration should the committee become active again.

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2015

NUMBER: TB 15-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2015 unless otherwise noted.

American Sedan

AS

1. #16542 (Philip Smith) Valve Seat Replacement - Clarification

In section 9.1.6.D.1.k.1.l: l, add the language as follows:

“The combustion chamber may be repaired or modified in the area shown in Section F – Engine Build Sheets, Drawing 2 to repair or prevent pitting or damage between the intake and exhaust valves. *For this repair or modification, it is permissible for the valve seats to contact each in the area shown in Section F, Drawing 2.* This repair/modification may serve no other purpose.”

B-Spec

None.

Formula/Sports Racing

F5

1. #16217 (Jay Novak) Performance adjustment for motorcycle powered F500 cars

In F5, Honda CBR600RR (03-13), Suzuki GSXR600 (03-13) and Yamaha R6 (03-13), change the Inlet Restrictor as follows:

3Ø **31**mm Flat Plate Intake Restrictor

2. #16306 (Ben Beames) Restrictor Size/Type Decal

In F500, Rotax 593*, add the notes as follows:

Restrictor size and type is to be displayed by the following designation: 593 RSTR

3. #16356 (Jay Novak) Clarification in engine placement rules

In section 9.1.1.D.15, add new section P. as follows:

The engine must be installed in the chassis so that the exhaust ports face the front of the car. The engine may be inclined from vertical.

FB

1. #15998 (Don Armenoff) FB A-Hoc Committee Letter 15846 and 14003 Adjustment

In FB, Honda CBR1000RR, remove the notes as follows:

~~Must use stock unmodified velocity stacks.~~

FC

1. #16645 (Tim Minor) Allow flashing Rain Lights

In section 9.3.32, change the language as follows:

“All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15 watt bulb. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight shall be illuminated when ordered by the Series Chief Steward or Chief Steward. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. An optional tail light (“rain light”), as described above, may be added to cars in all other classes. *Lights that function as a Strob ing Strobe* lights are not permitted *except that in Formula and Sports Racer classes, the tail light may strobe when directed to be used as a rain light.*”

See Racing Memo RM 15-05

FE

1. #16552 (Erik Skirmants) Tire PN Update

In section 9.1.1.l.13., change the language as follows:

Tires must run in sets of 4 as stated below:

DRY

Hoosier “FE” Labeled Compound

Front: PN: 432701FE, 21.5 X 8.0 - 13
Rear: PN: 433043FE, 22.0 X 10.0 - 13

or

WET

Hoosier R45, R45A, or R45B (SCCA Labeled) Compound **Road Racing Wet**

Front: PN: 43270 **44195**, 21.5 in-X 8.0 in-X- 13.0in

Rear: PN: 43304 **44217**, 22.0 in-X 10.0 in-X- 13.0in

Beginning 1/1/2012, only FE Compound PN 43270FE & 43304FE dry tires are permitted.

FF

1. #16567 (Jeremy Grenier) inner wheel fairings

In section 9.1.1.B.8, add new section c. as follows:

(FC only) Inner wheel fairings and/or ducts are permitted. They shall however not sport any wings, dive planes or other airfoil type devices. (FF only) inner wheel fairings and/or ducts are prohibited.

FM

1. #16374 (Moses Smith) Removal of Oil Metering Pump

In section 9.1.1.E.7, add new section L, as follows:

External Oil Metering Pump, Oil Injection Lines, Oil Injectors, and Associated Vacuum Lines may be removed and replaced with Oil Metering Pump Block Off Kit (MSR P/N 050-189). Metering Pump block off plate and Oil Injector ports must be plugged and/or sealed to avoid any leakage. When Oil injection system is removed, it is required to use premixed fuel. A minimum of one (1) oz of premium race grade premix oil per gallon of fuel is recommended.

2. #16583 (SCCA Staff) FM Tire Marking 9.1.1.E.14.A

In section 9.1.1.E.14.A, add the language as follows:

"A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to, during, or immediately after a qualifying session. *On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second race.*"

FV

1. #16466 (Gregory Bruns) Allow a tapped hole adjacent to the spark plug for a temp sender.

In section 9.1.1.C.5.D, add new section 36 as follows:

A tapped hole for the installation of a Cylinder Head Temperature (CHT) sensor may be added to the cylinder head adjacent to the spark plug, provided that the tapped hole does not penetrate through the casting into the combustion chamber.

GCR

1. #16777 (Club Racing Board) Rain Light Definition

In appendix F, Technical Glossary, add the Rain Light definition as follows:

Rain Light – A light used at the rear of a race car during periods of low visibility as a warning to following cars.

Grand Touring

GT

1. #16382 (SCCA Staff) Competitive Guarantee

In section 9.1.2.A, add the language as follows:

"The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. *The SCCA does not guarantee the competitiveness of any car.*"

GT1

1. #15949 (Mike Henderson) 2015 Corvette Z06

In GT1-ST, classify the Corvette Zo6 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Corvette Zo6 (2015)</i>	<i>6200</i>	<i>3300</i>		<i>GM LT4 Supercharged. Must be run in as built, OEM configuration. Competitor must present factory service manual upon request.</i>

2. #16276 (Kevin Swartout) Ferrari 458 Challenge Car
 In GT1-ST, classify the Ferrari 458 Challenge Car as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ferrari 458 Challenge</i>	<i>4499</i>	<i>2882</i>		<i>Must have copy of the Ferrari 458 Challenge rules that matches the year of car being raced in their possession.</i>

GT2

1. #16593 (Grand Touring Committee) GT2/ST Corvette comp adjustment

In GT2/ST, Chevrolet Corvette 5665, add the notes as follows:

GM LS1, LS6. *LS1/LS6 C6 Corvettes using the OEM C6 intake manifold and 90 mm throttle body must us 65mm flat plate restrictor.*

Improved Touring

ITA

1. #16652 (Improved Touring Committee) mazda3 add through MY2009

In ITA, Mazda 3s (04-06), change the spec line as follows:

Mazda 3s (04-06 *09*)

ITS

1. #16494 (Theresa Conduct) Acura RSX Class change from ITR

In ITR, classify the Acura RSX-S as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Acura RSX-S (02-04)</i>	<i>4 Cyl DOHC</i>	<i>86.1 x 86.0 1988</i>	<i>(I) 35.2 (E) 30.2</i>	<i>11.0</i>	<i>101.2</i>	<i>17</i>	<i>3.27, 2.13, 1.52, 1.15, 0.92, 0.74</i>	<i>(F) 300 Vented Disc (R) 260 Solid Disc</i>	<i>2595</i>	

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Acura RSX-S (05-06)</i>	<i>4 Cyl DOHC</i>	<i>86.1 x 86.0 1988</i>	<i>(I) 35.2 (E) 30.2</i>	<i>11.0</i>	<i>101.2</i>	<i>17</i>	<i>3.27, 2.13, 1.52, 1.15, 0.92, 0.74</i>	<i>(F) 300 Vented Disc (R) 260 Solid Disc</i>	<i>2605</i>	

Production

EP

1. #16258 (Ted Schumacher) Triumph TR8 classified to EP limited prep

In EP, classify the Triumph TR8 as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm. (in.)	Displ. cc. (ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/ (in.)	Track (F/R) mm/ (in.)

Triumph TR8 (78-81)	2	2600 * 2665 ** 2730	8 Cyl. OHV	3.5"x2.8"	215.2 c.i.	Alum	Alum	(I) 1.57" (E) 1.35"	Zenith Stromberg carbs or fuel injection	85"	60.3"/59.0"
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EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Triumph TR8 (78-81)	15x7	5	(F) 9.8" solid (R) 9.0" drum	(F) 10.5 vented (R) 9.0 drum or 10.5 x .78 disc	Comp. Ratio limited to 12.0:1, Valve lift limited to .500",

FP

1. #16425 (Benjamin Johnson) Classification of Level 2 Triumph TR7
In FP, classify the Triumph TR7 as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in)	Displ. cc./(ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/(in)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in)
Triumph TR7	2	2200 * 2255 **2310	4 Cyl. SOHC	3.56"x3.07"	121.9 c.i.	Iron	Alum	(I) 1.56" (E) 1.28"	SU or Zenith Stromberg carbs	85"	60.3"/59.0"

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Triumph TR7	15x7	4 or 5	(F) 9.8 disc (R) 8.0 drum	(F) 10.5 disc vented (R) 9.0 drum or 10.5 x .78 disc Discs from TR8 and alt. JRT brake kit- STN 0068	Comp. Ratio limited to 11.0:1, Valve lift limited to .450"

Spec Miata

1. #16522 (Dave Wheeler) outer tie rod ends
In section 9.1.7.C.3.n, change the language as follows:
All cars 1990-1997 are permitted to use the "R" model tie rod ends part # N021-32-280A.

Super Touring

STL

1. #16490 (David Mead) allow cobalt to run 2.0 turbo engine without turbo in STL
In STL, Pontiac Solstice/ Saturn Sky, change the notes as follows:
May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank. ~~LNF Engine Permitted with turbocharger removed.~~

In STL Table B, classify the GM LNF engine as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
GM Ecotech LNF	2000	Chart	LNF Engine Permitted with turbocharger removed. Must meet all other STL specifications

2. #16535 (Brandon Shown) Classify the IS300 2.0L
In STL, Table B, classify the Toyota 3S-GE VVTi engine as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Toyota 3S-GE VVTi	1998	Chart	50mm Flat Plate required, Must meet all other STL specs including Valve Lift and Compression Ratio

Touring

T1

1. #16463 (David mead) clarification of 2013 Cobra Jet classification for Mustang
 In T1, Ford Mustang/ Thunderbird (“Cobra Jet” engine), change the weight and add the notes as follows:
 3300 ~~3425~~

OEM 12.5:1 compression allowed using OEM prep level. T1 engine prep allowed at T1 rule limits.

T2

1. #16272 (Paul DeBastos) Please add Porsche 997 GT3 to T2
 In T1, Porsche 996 and 997, change the spec lines as follows:

T1	Max Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Porsche 996	3600	3450 3200			
Porsche 997	3600	3150			GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed

In T1, classify the Porsche 996 GT3 Cup as follows:

T1	Max Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Porsche 996 GT3 Cup (02-05)</i>	<i>3600</i>	<i>3150</i>			<i>Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs) provided they do not exceed 18x9 F and 18x11 R. DOT Tires must be used. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Springs are free. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31;</i>

In T1-LP, classify the Porsche 997 GT3 as follows:

T1-LP	Bore x Stroke / Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche 997 GT3 (06-11)</i>	<i>76.4 x 102.7 / 3795</i>	<i>2355</i>	<i>(F)18 x 8.5 (R)18 x 11</i>	<i>315</i>	<i>3.16 2.13 1.72 1.12 .096</i>	<i>4.0</i>	<i>(F) 318 (R) 299</i>	<i>3100</i>	<i>Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 900#/in front and 1100 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.</i>

2. #16277 (Touring Committee) Balance of performance adjustment T2 E92 M3
 In T2, BMW E92 M3 (08-14), change the spec lines as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW E92 M3 (08-14)	92.0 x 75.2 3999	2761	F:18x10 R:18x10	315 295	4.06, 2.37, 1.58, 1.19, 1.000, .87	3.85 or 3.15	F:360x30 R:350x24	3400 3500	StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R). Brembo Front brake kit #1N2.8505A and Rear brake kit #2P2.8033A allowed. Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L. Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. H&R sway bars part number 70053 and 71053 permitted. RD Sport F & R sway bar kit part # 1968190110. 80 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. DCT transmission allowed. <i>3600 lbs if aftermarket brake system is used.</i>

3. #16511 (David mead) restore 2011+ Mustang V6 classification from 2012 GCR
In T2, classify the Ford Mustang V6 as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ford Mustang V6 (11-14)	(95.490) x (86.70) / 226 CID	107.1	18 x 11	315	4.24, 2.54, 1.67, 1.24, 1.00, .70	3.31 or 3.55	(F) (316) x (30.0) Vented (R) (300) x (19.2) Vented	3300	<i>The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover#M- 4033-K, max spring rate of 500 lbs/in front, 300 lbs/in rear (rear spring relocation to shock permitted), Strut Tower Brace #M-20201-F, Sway bar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A,Rear Lower Control Arms #M- 5649-R1, Rear Upper Shock Mount #M-18197-A. Boss 302R Steering EPAS Steering rack #M- 3200-EPAS, Boss 302R/SABS Module #M2353-C. 14" Brembo Brake Kit#M-2300-S permitted. Driveshaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220and 6-218 and differential bushing 6-315 allowed. Cold air kit #JLT CAIFMV6-11 permitted. GT/CS Front Fascia #BR3Z-17626-AA, or CR3Z-17626-AB, GT/ CS front bumper cover #AR3Z-17D957-BA, allowed if used with front fascia, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted. Bushing kit M-5638-C, BBK Full Length header #1642 permitted. Griggs Torque Arm #MTA6000</i>

4. #16717 (Touring Committee) E/O T2 Mustang 11-14 and Boss Mustang 2012 correct bushing kit #
In T2, Ford Mustang Boss 302 (2012) and Ford Mustang GT 5.0 (11-14), add the notes as follows:
Front bushing kit M-5638-C permitted.

5. #16718 (Touring Committee) Please add model year 2013 to T2 Boss Mustang
In T2, Ford Mustang Boss 302 (2012), add the year as follows:
Ford Mustang Boss 302 (~~2012~~ **12-13**)

T3

1. #15996 (Marty Grand) Dual Class Mitsubishi Evo in T2-T3
In T3, classify the Mitsubishi Evo as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mitsubishi Lancer Evo 8/9/RS/GSR / MR (03-06)</i>	<i>85.0 x 88.0 1997</i>	<i>2624</i>	<i>18 x 10</i>	<i>245</i>	<i>2.93, 1.95, 1.41, 1.03, 0.72 or 2.91, 1.94, 1.43, 1.10, 0.87, 0.69</i>	<i>4.53</i>	<i>(F) 320 / 350 Vented Disc (R) 300 / 330 Vented Disc</i>	<i>3500lbs.</i>	<i>AMS front and rear springs #AMS-SCCA01 or #AMS-SC- CA02 including Genesis Technologies 2" spacer allowed. Max spring rate (F) 800lbs./in, (R) 900 lbs./in. Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02. Evo X brakes allowed. AMS Mitsubishi Lancer Evo VII/VIII/IX Front Mount Intercooler allowed. 35mm TIR restrictor required.</i>

2. #16393 (John Baldwin) Classify STi in T3
In T3, classify the Subaru WRX Sti as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Subaru WRX STI (03-07)</i>	<i>99.5 x 79.0 2457</i>	<i>2540</i>	<i>18 x 10</i>	<i>245</i>	<i>3.64 2.38 1.76 1.35 0.97 0.76</i>	<i>3.90</i>	<i>(F) 323 Vented Disc (R) 313 Vented Disc</i>	<i>3600</i>	<i>The following parts are allowed: Phoenix Performance brake duct kit # IPBK01. AMS front and rear springs #AMS-SCCASTiST1 allowed. Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed. Racecomp Brake duct kit part #RCE-CFKBK is allowed. Baldwin Motors spring package part BMI-T2SP1, permitted. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. 35mm TIR required</i>

3. #16716 (Touring Committee) E/O T3 10-15 Camaro correct wheel size
In T3, Chevrolet Camaro V6 (10-15), change the wheel size as follows:
18 x 9 **10**

T4

1. #15914 (TOM DALY) Classify 2010 VW GOLF TDI
In T4, classify the Volkswagen Golf TDI as follows:

T4	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l.	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Volkswagen Golf TDI (2010)	81 x 95.5 2000	2575		18 x 8	245	STD- 3.77, 1.96, 1.26, 0.87, 0.86, 0.72 or DSG- 3.46, 2.05, 1.30, 0.90, 0.91, 0.76	STD- 3.68, 2.92 DSG- 4.12, 3.04	(F) 288 (R) 253	STD: 3300 DSG: 3350	30 TIR required, any spring rate up 800 Max F/R permitted, Max F/R sway bars to 32mm

2. #16503 (SCCA Staff) Classify Saturn sky 2.4L

In T4, Pontiac Solstice (06-09), change the spec line title as follows:
Pontiac Solstice / *Saturn Sky* (06-09)

3. #16573 (Ralph Porter) Request for BMW Z4 changes

In T4, BMW Z4 2.5L (03-05), change the weight and notes as follows:

~~3045~~ *3145*

The following items must remain stock: shock/struts (including mounts), original wheels, ~~and transmission differential~~ - unless specified below. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. ~~Limited slip differential allowed at 3245 lbs.~~ 50mm flat plate restrictor required.

4. #16686 (Touring Committee) Correction 14-15 BMW 320i Tire size

In T4, BMW 320i (14-15), change the tire size as follows:

(F) 245

(R) 275

5. #16687 (Touring Committee) E/O Scion FRS 2013- missing SPC kit

In T4, Scion FR-S (2013-), add the notes as follows:

Eibach 4.105882.880 *and SPC 67660* allowed. Front strut tower brace allowed.

TIME TRIALS ADMINISTRATION COUNCIL

TTAC Conference call, April 8th, 2015.

Participants on the call were Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Matthew Yip, Roy Mallory, Brian McCarthy, Lee Hill, Heyward Wagner.

Brian and Lee reported on informational items from the Board of Directors

Heyward Wagner addressed finalizing changes brought about by the shift from the road racing department to Experiential.

The group discussed possible leadership structures of the TTAC, what is needed regarding track inspection procedures and licensing, and what information is available regarding the Gambler's edge event.

Submitted by R Mallory

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | April 7, 2015

The RallyCross Board (RXB) met via conference call on April 7. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam, Lee Hill and KJ Christopher, BOD liaisons, and Brian Harmer from the National office.

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

The RXB is saddened by the passing of Jerry Doctor. He was a driving force in SCCA RallyCross since the start of the program. He served in many RallyCross capacities including RXB member, Divisional Steward for MidDiv, Chairman of the Divisional RallyCross Stewards, Chairman and member of the RallyCross Safety Committee and a Chief at the RallyCross National Championship. He will always be remembered as the second recipient of the SCCA RallyCross DirtyCup in 2011. Our sympathies go out to his family and friends.

Committee Reports

- RallyCross Safety Committee (Chris Regan): The RXB discussed an incident report received involving a rollover of a VW Beetle. There is some consideration for requiring axle straps similar to those used in Solo if a trend develops.
- Rules Committee (Keith Lightfoot): Lightfoot plans to post a rules discussion reminder at the SCCA RallyCross forums but has not yet been able to access the forums. He will keep trying. Hyatt suggested using the Facebook page for further rules discussions if the forum issues persist.
- RallySprint Committee: Regan reported that preparations are progressing smoothly for the NER pilot event. More Regions are showing interest in hosting a pilot event in 2015. The RXB and SCCA have decided to limit the number of 2015 pilot events to a maximum of six in an effort to improve the quality of feedback from these events for insurance purposes.
- National Championship Committee (Stephen Hyatt): A list of Chiefs for the National Championship is ready for RXB approval (see New Business below). Registration for the event will open to the general public on April 16. Additional wording to be added to the Supplemental Regulations will be eliminate the possibility of taking a mechanical to extend the grace period for an allowed debead repair. Brian Harmer is working with the site owners to facilitate the use of some of the balloon festival vendors from the prior weekend events. He is also negotiating an official hotel and Saturday night dinner venue.
- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported that in their monthly meeting the Divisional Stewards (DRXS) discussed adding clarifying language to the National Championship Supplemental Regulations to prevent a competitor from taking a mechanical grace period along with a debead grace period. The DRXS suggested the use of limitation straps on vintage VW Beetles. Nathan Usher has accepted the position as the Great Lakes Division DRXS assistant. For 2015 the RXB assignments to the DRXS are as follows: Hyatt—Dustin Nevonen and ZB Lorenc; Blakely—James Quattro; Sealander—Jim Rowland and Jon Olschewski; Lightfoot—Jayson Woodruff and Paul Eklund; Regan—Mike Jiang and Charles Wright.

Old Business

- The following is a summary of items discussed at the RXB meeting held March 20-22 in Kansas City:
 - o The makeup of the 2016 National Challenges including number and locations;
 - o The 2015 RallyCross National Championship, including staffing, schedule, Chief Steward, entry fees, and the RXB's role;
 - o The SCCA website and forum;
 - o Changes in the National Office and staff;
 - o Growing of regional programs and incentives;
 - o The RallySprint pilot program, along with rules, names, procedures and timelines;
 - o Replacement of RXB members, Committee members and Divisional Stewards;
 - o The creation of a Safety Steward license renewal procedure;
 - o The creation of a marketing plan, including name branding, designing and distribution of promotional materials, placing of ads in print outlets as well as social media and web-based outlets, working with the media department to have more RallyCross exposure in news outlets, and event promotion.
- Marketing plan: Within the next few weeks Hyatt will be submitting for RXB approval a comprehensive marketing plan for SCCA RallyCross. Much of the plan is the result of the RXB strategic planning session held in Kansas City. Details will be released as approved.

- 2015 Court of Appeals: Regan submitted a proposed Court of Appeals.

Motion: Accept the 2015 Court of Appeals members Karl Sealander, Paul Eklund and Warren Elliott, with alternates Ron Foley, Charles Wright and Orion Fairman. Regan/Foley. PASSED 5-0-1 (Blakely absent).

New Business

- RallyCross National Championship event Chiefs: Hyatt submitted a list of proposed Chief positions for the 2015 RallyCross National Championship.

Motion: Accept Scott Beliveau as Chief Steward, Charles Wright as Chief of Course, Chris Regan as Chief of Safety, ZB Lorenc as Chief of Tech and Keith Lightfoot as Chief of Protest for the 2015 RallyCross National Championship. Lightfoot/Foley. PASSED 5-0-1 (Blakely absent).

Next meeting: May 5, 2015

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes April 13, 2015

The RoadRally Board met via teleconference on April 13, 2015; meeting called to order at 7:43 PM CDT by Chairman Rich Bireta. In attendance: Clarence Westberg, John Emmons, Chuck Hanson, Jeanne English, Len Picton, BOD liaisons Terry Hanushek and Lee Hill, and Deena Rowland from the national office.

The March 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.

John Emmons email added to rb@scca.com? Is John getting email? Yes.

2. New Road Rally Planning Calendar published 3/31/15

Thank you, Jeanne and Deena

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

The proposed Regional Rulebook has been distributed. It contains the sections of the RRRs that each event is required to follow. References to the relevant RRR sections are included in each section. It is 6 pages total. Jeanne, Clarence, and Terry had a few comments. Send corrections to Rick, final action next month.

4. Appointment of Jim Crittenden to NEC - Chuck

Motion: appoint Jim Crittenden to the NEC. Chuck/John/Pass

5. NEC Report - Chuck

a. Class SP Points

Chuck motioned that: The action from last month to discontinue the SP class be rescinded.

Discussion: Chuck felt that the earlier motion was not proper because it was not presented to the membership and that it disenfranchised an entire class of people (SP); Rich responded that it was proper because changes can be done through errors and omissions; Clarence that no one knew how to score SP competitors, that there were many situations that could create confusion in scoring. Motion: Chuck/Jeanne/Fail, vote was 1 yes, 4 no.

How to score SP for this year? Rich motioned that: If regions want the events to be scored for the national championship, they must report the results in the classes as defined in the RRRs, or a facsimile thereof. Motion: Rich/Clarence/pass.

b. 2016 Rules Changes

i. Minimum number of Nationals needed for awarding a championship. The NEC is sort of tending toward 3, as long as Regionals stayed in the Championship.

ii. Sunsetting GTA National Championship

iii. Removing Regionals from National Championship: The NEC feels that this would be counter-productive; that there needs to be better/explicit standards to define a qualifying regional, requirements still being discussed. There has also been discussion about limiting the number of events that can be held in a single weekend; Clarence asked that in discussing limits that they keep in mind events like the Arizona or Finger Lakes 1000, or perhaps that type of event should come under the new experiential programs.

6. New Business

a. Jeanne commented that Rick Beattie said that it is too bad that there is not a USRRC this year since it is a chance for good road rally coverage in *SportsCar*. Rich said that there have been some rally articles, that *SportsCar* is giving us coverage including an OnRallying column in the most recent issue.

b. Rich asked how we liked GoToMeeting, which SCCA is now using for conference calls and we used tonight; generally well-received, especially being able to see people using their web cams.

Meeting adjourned at 9:49 PM CDT

Next meeting May 11, 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/>