

BOARD OF DIRECTORS

The SCCA National Board of Directors met at the SCCA National Office on Friday, May 16, 2014. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, and Peter Zekert.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services; Butch Kummer, Director of Club Racing; Mindi Pfannenstiel, Director of Accounting; Reece White, Public Relations Manager and Aimee Thoennes, Executive Assistant.

The following guests participated: Club Racing Board members: Jim Wheeler, CRB Chairman; James Hilbert and Crystal LeSeur of Mize Houser. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Patullo.

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AUDIT REPORT – James Hilbert and Crystal LeSeur presented the Consolidated 2013 Audit Report covering SCCA Inc, SCCA Enterprises and SCCA Pro Racing. Auditors noted that there were no new accounting policies adopted and all significant transactions were recognized in the consolidated financial statements. No difficulties were reported in collecting audit data and they made general positive comments about SCCA financial policies and practices. BoD and auditors had some discussion around the financial statements that SCCA reports at annual convention which are internal, unaudited financial results vs audited results which are slightly different and may reflect some additional charges. Final audited results summary will be published in Sports Car July issue.

Motion: to approve and accept the audit as presented. Lewis/McCarthy. Approved 13-0.

EXECUTIVE REPORT – Noble updated key report areas: Strategic Partnership Initiatives, SportsCar magazine, and lessons from litigation. There is a lot of activity in outreach to other target markets via private driving schools, other types of racing organizations (eg karting organizations), RRDC website, and Racer Media and Communications. Outreach to partners can be beneficial providing new membership as well as potentially providing services to other organizations.

SCCA is looking at a high level marketing, strategic partnership position, adding to the IT department, and has created an experiential program department under Heyward Wagner. Wagner charged with new program development across all program venues.

Lessons from litigation focused on how to improve our rules making processes and policies around communications to lessen our opportunities for litigation in the future. It was noted that recently resolved litigation was not related to Enterprises or anti-trust issues.

Synopsis report on annual convention presented. The National Convention provides training opportunities and awards recognition for members. The economic impact of the convention is significant convention costs, SCCA re-imburement for program board and staff convention attendees, and staff planning resources for convention. We are required by our Bylaws to hold an annual meeting. The inaugural North American Motorsports Expo “MSX” was a successful event with plans for growth in 2015. Exhibitors were happy with the quality of the attendees and over 1500 individuals attended. MSX and Convention will be back in Charlotte for 2015, but the formats of the SCCA sessions will likely change to better integrate with the MSX program. Plans are in place to reinvigorate the awards presentations and deliver enhanced training at the divisional level.

Membership finished at approximately 44.5K full members, highest since 2009.

FINANCE REPORT - Ehret presented the financial report. Total revenue and operating expenses for Q1 were within 5% of budget. Variances from budget are well understood. SCCA Pro should meet or exceed 2014 budgeted operating income and SCCA Enterprises is showing improved cash flow. The IRS is scheduled to complete a routine audit of SCCA Inc Form 990 for 2012. Ehret and Pfannenstiel have assisted in evaluating opportunities for possible joint ventures.

MARKETING REPORT - Prill provided review of current contingency programs, 2013 summary for sponsors and future efforts underway including comprehensive digital solutions and web presence. Prill also provided good review for new BoD members on history and rationale for some of the key decisions around Majors as well as discussion areas for improvements.

MEMBER SERVICES - Arnold reported membership of 44,479 through end of April; the highest since November 2009. The traditional lapse in competition licenses over the winter is picking up. SCCA has initiated lapsed member calls to survey and understand reasons for lapse and is seeing a degree of success in members rejoining.

CLUB RACING - Ozment gave an overview of Club Racing programs. Majors' events participation is encouraging. Meeting or exceeding budget projections for 2014 to date. Staff will review Conference geography, possible format changes and better consistency with possible run group adjustments. Focus for 2015 will be improved communication with the Regions. Continuous process and program improvement is underway from staff, region and competitor observations and survey comments. Investigating and testing webcast capabilities for Majors (webcast is being done successfully for Solo today).

On-line driver's school classroom curriculum will be live and available 7/1/14. Regions were notified in May.

2015 Runoffs date in Daytona will be 9/28/15 -10/4/15.

SCCA Medical Review Process history outlined. BoD had a spirited discussion on anecdotal medical review issues for drivers getting competition physicals and how SCCA handles these. SCCA is required by FIA to have a medical review process, and various other organizations look to the SCCA review process as the standard. Examples from other organizations were reviewed and discussed. No action directed at this time.

RALLY/SOLO - Howard Duncan reported on the Rally Program. Regional participation numbers for Q1 are encouraging: RoadRally up 7%, RallyCross events up 10% and entries up 3%, Solo events up 10% and entries up 5%. Q1 not always indicative of the overall year but numbers are still encouraging.

Duncan updated the Board on plans for 2014 National Championship event, entry levels are generally up for events but somewhat inconsistent across events, higher in some areas lower in others. Some program and operational "tweaks" to improve programs planned.

MOTION: to approve the appointment of Chris Robbins as the Solo Development Coordinator for Southwest Division, effective immediately. Hanushek/Lindstrand. Approved 13-0.

Considering new program called RallySprint; the program is proposed as a middle ground between RallyCross and stage rally. Program is under review by Staff and Risk management. BoD supports pilot program. RallyCross is updating the Operations Manual and working on succession planning.

In reviewing the SCCA Operations Manual, the RXB noted a few out-of-date items. Although none are critical, these should be updated when the Operations Manual is next updated.

The following are the current RallyCross Awards that should be listed under III. Awards, D. RallyCross Awards:

DIVISIONAL RALLYCROSS ACHIEVEMENT: Initiated in 2006, this award is presented in recognition of a Division's activities in RallyCross for a new or on-going program. This may include events, promotions, attendance, innovation in public relations, etc. Nominations clearly indicating the qualifying details may be made by any Rally participant, with the recipient being selected by the RallyCross Board.

REGIONAL RALLYCROSS ACHIEVEMENT: Initiated in 2006, this award is presented in recognition of a Region's activities in RallyCross for a new or on-going program. This may include events, promotions, attendance, innovation in public relations, event participation, etc. Nominations clearly indicating the qualifying details may be made by any Rally participant, with the recipient being selected by the RallyCross Board.

RALLYCROSS DIRTY CUP: Initiated in 2010, this RallyCross award will be presented annually at the SCCA National Convention. This award shall be presented by the RallyCross Board to recognize an individual that has made an extraordinary contribution to the sport of SCCA RallyCross. This award shall normally recognize contribution over time. The award recipient can make their contribution as a competitor, organizer, worker, administrator, etc. The contribution of the winner shall have had a positive impact on the program nationwide

TRIPLECROSS: Initiated in 2012, this award is presented at the National Convention to any driver that accomplishes three feats in a single class: win a regional event, win a National Challenge, win a National Championship.

TRUE GRIT AWARD: Initiated in 2013, this award is presented at the RallyCross National Championships for an outstanding effort in either competing in or organizing the Championships. Whether it is overcoming adversity to compete or being an official whose effort made the event better for all, the award winner will have shown a dedication to RallyCross Championships. A three member panel of 2 competitors and one RXB member will select the winner. The presentation is to be during the National Championship.

SPARK PLUG AWARD: Initiated in 2013, this award, which may be given annually, is for an outstanding effort in Promoting and publicizing, RallyCross using multimedia, to further the recognition and growth of RallyCross. This can be given to an individual, region or division. The nominations can be made to or by the RXB.

Also, the organizational flowchart in Appendix B does not include all of the current RallyCross committees. Current RallyCross committees consist of the following: RallyCross Safety Committee, RallyCross Rules Committee, National Championship Committee, Marketing Committee, and RallySprints Committee.

MOTION: McCarthy/Pulliam - Approve RallyCross Operations Manual updates as published above. Approved.
Unanimous

Club Racing Board -Wheeler reported that CRB handled 225 letters last month, 174 letters in the queue for June CRB meeting to date. Still handling rule change requests from competitors for immediate changes, and these get deferred to 2015 implementation unless they are in the allowable competition adjustments. Proposed GCR changes to look at changing the protest period are under review and may be recommended in the future. Letter handling and weighting process for letters was discussed. CRB gives more weight to letters from active competitors in a class commenting on rules proposals than non-competitors or family members when considering rules changes. Active discussion around rules change process and rule changes that a class may oppose but BoD believes is in the best overall interest of the Club.

Planning Committee Report - Lewis presented a conceptual outline for a Formula 1 Concorde type agreement. The high level concept is to have a locked in period of rules stability and a multi-year transition period to end up with a reduced number of Runoffs eligible classes over a 10 year period. The agreement would have competitor buy-in and overwhelming social pressure on future BoD's to not break the compact. BoD feels strongly that Runoffs eligible classes should have credible, competition in class, anywhere in the nation, and to the extent possible reduce the number of classes in multi-class race groups and provide competitors with rules stability. It is important to emphasize a few key points as a starter:

- This program should assure that drivers will be able to run their current car in SCCA regional racing. This program only affects the top level of SCCA racing, the national level, Runoffs eligible classes.
- Regional racing remains untouched. National racing should be our top tier amateur racing experience and recently has fallen far below that bar with class proliferation and multiclass run groups. The Majors has started what we all hope is an upward arc and this program is along the same lines.
- This entire program is based on the premise that now and in the future, competitors will seek out a superior competitive experience when deciding where to spend their dollars. A good competitive experience consists of credible competition (big fields) and highest quality track time available (more compatible run groups and less of them).
- The majority of SCCA racers feel there are too many classes. That is until it's their class on the chopping block. If you take away self-interest, as racers and as businessmen they know that the number of current classes dilutes competition and hurts the weekend experience via uncomfortable race groupings.

BoD agreed to further develop the program and messaging, and publish to members for comments in August timeframe. A sub-committee of Planning Committee formed to work with CRB and Staff to help craft message and direction for Concorde Agreement to get clear message out to competitors as to direction and why. BoD to review in August and publish to members for input. Plan would be to hold several meetings at the Runoffs to get direct competitor feedback and incorporate into CRB planning and build a timeline for implementation.

MOTION: Langlotz/Lindstrand - Approve minutes of March BoD meeting as published in Fastrack. Approved. Unanimous.

An updated Strategic Plan was presented to the full Board. Planning Committee, Staff and BoD endorsed the STRAP direction.

Vision: To be the premier activity organization for automotive and motorsports enthusiasts to engage their passion.

Mission Statement: Engage, promote and develop the American motorsports lifestyle.

Translation: We have fun with cars!

Core Objectives: Strengthen the SCCA brand, long term financial stability, motorsports leadership.

Noble presented tactical and longer range activities supporting the objectives. Tactical activities can change, but need to remain true to the core objectives and strategic vision and mission.

MOTION: Kephart/Harris - BoD endorse the STRAP and support carrying the message to our partners, members and regions. Approved. Unanimous.

Langlotz brought up the use of drones (unmanned model aircraft) at SCCA events. There was concern that these could be distracting to competitors and potentially present a safety hazard. Risk Management was tasked with looking into our position on this and how SCCA should address the use of drones at events going forward.

Kephart presented a review of last planning committee topics discussed. BoD reviewed data on membership, Solo, and Club Racing since 2008. Concorde agreement, business opportunities, governance and possible office/staff re-organization to better align with goals were discussed.

Business Opportunities: Multiple opportunities were discussed. Focus was on assisting regions to generate additional income from their events. Examples that regions could use to generate income during region events include things like car corrals, marque clubs track parades, lunch-time ride-arounds, etc. These are comprehended in our risk profile and insurance capabilities. Regions can (and do) rent run groups to outside groups (eg like Semi-Pro events). SCCA national could become a central clearing house to provide that kind of information and contacts between Semi-Pro events looking for track time and regions.

There was a general "states' rights" discussion about facilities where an individual region may not be able to hold an event, but national office sees an opportunity for a high profile event. Preliminary discussion around creating policy guidelines, however no decisions made at this time. Discussion centered around upfront communication, and providing region first right of refusal to participate and possible financial incentives to the cooperating regions.

Planning Committee reported out on some opportunities that were investigated and declined for investment.

MOTION: Patullo/Butler to adjourn. Approved. Unanimous. 13-0

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 28, 2014

The Solo Events Board met by conference call May 28th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2015.

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

Member Advisories

Awards

The SEB is requesting member nominations for the Solo Cup and Driver of Eminence awards. Descriptions of these awards, and lists of past winners, may be found the Solo Rules in Appendix L, Section V.

Change Proposals

Street Touring

#12063 Solid Drive Axle Allowances

Replace 14.8.G.5 with the following:

"The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."

Street Prepared

#14101 Solid Drive Axle Allowances

Replace 15.8.I.5 with the following:

"The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."

Prepared

#12486 Rear Seat Panel Removal Proposal

The PAC and SEB are publishing the following rule change for member comment:

Revise Section 17.2.E, first paragraph, as follows:

"E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights,* and for *driveshaft drivetrain* clearance. *For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced.* When modified *or replaced* the driver/passenger compartment must remain separated from any exhaust and *driveshaft drivetrain* components *by a metal panel.* ~~The modified floor area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft components.~~

Factory Five GTM Classing

The PAC recommends *removal* of the following listing from Appendix A, section X-Prepared:

Factory Five GTM Supercar

DP / EP / GP

The SEB and PAC have received many member letters in regards to the previous proposals regarding the competitive balance in GP and EP. The letters lay out 3 issues that are important to members:

1. In GP, Prepared Level 2 (Limited Preparation; LP) cars appear to have outclassed the Prepared Level 1 (Full-Prep) GP counterparts.

2. In EP the dynamics of drivetrain layout appear to favor rear wheel drive (RWD) cars over front wheel drive (FWD) cars.
3. In EP small displacement (<1700 cc) cars appear to be favored over the large displacement (>1700 cc) cars by the weight formula.

Additionally, some letters point out, and the SEB and PAC have observed:

4. EP participation has been negatively impacted by the implementation of the GP Prepared Level 2 (Limited Preparation; LP) rules.
5. GP Prepared Level 2 (Limited Preparation; LP) cars have appeared to be competitive with full-prep FWD EP cars at National Events.
6. The RWD EP vehicles appear to be competitive with full-prep DP vehicles.
7. GP attendance has been very poor.
8. The possible merger of STS/STC may cause an increased interest in a Limited Prep classing for some of the affected cars.

Based on this member input, the SEB and PAC believe that the current organization of G-Prepared and E-Prepared are no longer serving the goals of the Core Values (see Introductory Section I.2.3). Therefore the SEB & PAC propose the changes to Appendix A, as shown below, effective January 1, 2015. In summary these changes will:

1. Revise the EP weight formula and make minor adjustments to the DP and FP weight formulas.
2. Add a limited prep listing in E-Prepared for the '88-'91 Honda Civic/CRX (EF Chassis) w/Si Engine.
3. Consolidate GP into other Prepared classes by:
 - A. Merging front wheel drive vehicles into E-Prepared, keeping a limited prep option.
 - B. Merging rear wheel drive vehicles into D-Prepared.
4. Remove RWD vehicles from EP by:
 - A. Moving piston-engine vehicles to D-Prepared.
 - B. Moving rotary-engine vehicles to F-Prepared.

The SEB and PAC believe that these changes will help improve the long term health of the Prepared Category. The specific proposals are as follows:

1. Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas

Effective January 1, 2015:

Delete section 17.4.G, and change Section 17.4.H to read:

“For classes DP, *EP*, and FP, wheels up to 10” wide are allowed with no weight increase. Wheels greater than 10” wide will receive a 100 lb. increase.”

Change section D-Prepared Appendix A weight formula to read:

Engines with *3 or 4 valves per cylinder and* displacement less than or equal to 1667cc: $1.06 \times \text{displacement (cc)}$

Engines with *3 or 4 valves per cylinder and* displacement greater than 1667cc: $0.91 \times \text{displacement (cc)} + 250 \text{ lbs}$

Engines with 2-valves per cylinder: $1.00 \times \text{displacement (cc)}$

Weight Adjustments (lbs):

Solid Axle: -50lbs

Change section E-Prepared Appendix A weight formula to read:

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: $1.06 \times \text{displacement (cc)}$

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: $0.91 \times \text{displacement (cc)} + 250 \text{ lbs}$

Engines with 2-valves per cylinder: 1.00 x displacement (cc)

Vehicles competing under Level 2 (Limited Prep) allowances: 1.00 x displacement (cc)

Change section F-Prepared Appendix A weight formula to add:

Solid Drive Axle: -0.05 x displacement

The PAC & SEB believe these changes in the weight formulas will improve the competitive balance between small displacement and large displacement engines having different valve train configurations for eligible vehicles as well as provide some equalization between full prep and limited prep options in E-Prepared and solid drive axle vs. IRS rear suspension configurations.

2. Reorganization of E-Prepared

The PAC has provided a revised version of the proposal associated with item #12419, which reads:

Effective Jan 1, 2015:

Move piston-engined rear-wheel drive E-Prepared vehicles to D-Prepared. These vehicles will use the DP weight formula above.

Move rotary-engined rear-wheel drive E-Prepared vehicles to F-Prepared, These cars will use the FP weight formula as above, with alternate engines and Appendix A listed displacements as below:

Alternate engines - (displacement):

12A - (2292 cc)

13B, Renesis - (2616 cc)

The PAC & SEB feel that separating EP & DP by drive layout is an appropriate long-term vision for these classes and that rotary-engined vehicles will benefit from the additional engine allowances that FP offers.

3. Consolidation of G-Prepared

Effective January 1, 2015:

Eliminate class GP:

1. Move RWD vehicles to D-Prepared using existing DP allowances and weight formula as above.
2. Move Level 1 preparation FWD vehicles to E-Prepared, using existing EP allowances and the weight formula as above.
3. Move Level 2 preparation FWD vehicles to E-Prepared, keeping their existing spec lines except that maximum track, wheel restrictions, and minimum weights will be removed. Wheels, minimum weights, and track requirements will follow the full preparation EP rules as modified above.
4. For EP, replace Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP with the following:

Honda

Civic, Civic Si, CRX, & CRX Si (1988-91)

1493cc 1.14/.098

Fuel Inj

Comp ratio to 11.0:1, valve lift to 0.390"

1590cc 29mm/25mm

Comp ratio to 11.0:1, valve lift to 0.390"

The PAC & SEB believe that the extremely low participation levels in GP have shown that the class does not meet the needs or interests of sufficient numbers of members, and that a consolidation is appropriate. Additionally, the PAC & SEB expect that there may be some existing STC or STS Honda EF chassis owners that would support a limited preparation option in class EP.

Other Items Reviewed

General

#14070 Camaro 1LE Classing Clarification

Please see Letter #13616 in the June Fastrack.

#14161, 14162 Sound Comments

Thank you for your input.

Street

#13963 Ford Focus Classing Clarification

Please refer to letter #13646 clarification in the May 2014 Fastrack.

Not Recommended

General

#14182 Tow Hook/Strap on every Car Proposal

The SEB does not believe this change is necessary, as there are a variety of options for pulling/pushing disabled cars off course.

Street

#13959 GTR Move to SS Proposal

Thank you for your input. Please see the response to letter #14082.

#14069 Seat Allowance Proposal

Per the SAC, allowing non-OE seats would be outside the philosophy of the Street category.

#14082 370Z Move to BS Proposal

The SEB and SAC do not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

Prepared

#13669 Factory Five 818 Classing Proposal

The PAC believes that non-production based, tube-framed, de novo (new) vehicles or "kit"-cars are more appropriately classed in the Modified category. Clones of full-fendered production cars (e.g. Ford Cobra, Ford Cobra Coupe) remain classed in X-Prepared.

A related Modified category listing item appears in Tech Bulletin #14186.

Handled Elsewhere

Prepared

#12418, 12420, 12728, 12749, 12761, 12800, 12873, 12891, 12902, 12913, 13092, 13097, 13102 DP/EP Re-Org Comments

These members' comments are addressed in the revisions to the #12419 proposal found elsewhere herein. The PAC thanks the members for their feedback.

#12988 Rear Floor Allowance Comments

This member's comments have been addressed in the Proposal #12486. The PAC thanks the member for the comments.

Tech Bulletins

Street

#14013 Shock Adjustment Comments

The SAC has provided this correction to a previously-published proposal:

Replace subsection 13.5.F with the following:

"F. A hole may be added to interior body panels, the engine compartment, trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior body panels."

#14024 2013 Hyundai Elantra Classing Proposal

Per the SAC, the following new listing, effective immediately upon publication, is added to H-Street.

Hyundai

Elantra (1990-2014)

Prepared

#14060 Sentra SER Classing Proposal

The PAC recommends effective immediately the following vehicle classifications in Appendix A, Section E-Prepared:

Nissan

Sentra (B14 Chassis; including 200SX) (1995-1999)

The PAC notes that the 200SX nameplate was used to denote the 2-door coupe versions of B14 chassis Sentra in the US.

Street Touring

#13698 2014 Toyota Corolla Classing

In Appendix A, class STF, update the Toyota Corolla listing to read as follows:

Toyota

Corolla (2003-14)

Modified

#13414 Aero Allowance Proposal

After further review of the member's letter, the MAC recommends the following Errors and Omissions Tech Bulletin:

In Appendix A under BM, Section E (sports racer aero restrictions), the wording "current year GCR for CSR/DSR 45% flat bottom rule" should say "**2013** GCR for CSR/DSR 45% flat bottom rule."

#13870 Weight Clarification

The following changes, approved last year in conjunction with items #9616 and #9981, were inadvertently omitted from the 2014 Solo Rules and should be added at this time:

In Appendix A, under Modified Class F, change A.4 to read as follows:

4. Minimum weights with driver

Kawasaki 440 725 lbs

AMW engine 800 lbs

Rotax 493 and 494 engines 800 lbs

Rotax 593 engine 850 lbs

600 cc motorcycle engines 875 lbs

Wheelbase of 73" or less with 440 engine: Subtract 25 lbs

Also change A.7 as follows:

7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM **with minimum weight with driver of 850 lbs**. Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

In addition, in Appendix A under "Modified Class F (FM)", add the following new subsection B.2:

2. Formula 600 (weight 875 lbs.)

#14186 Factory Five 818 Classing

The MAC has recommended the following Tech Bulletin to add a new listing:

Add to 18.1.A.1 under "This list of currently approved models is as follows:"

Factory Five 818

CLUB RACING BOARD

Club Racing Board Minutes | June 3, 2014

The Club Racing Board met by teleconference on June 3, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler, BoD liaison; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Technical Assistant, Club Racing; and Terry Hanushek, BoD. The following decisions were made:

Member Advisory

None.

No Action Required

P1

1. #12775 (Asher (Lee) Kaiser) Classify Mallock MK36 in P1

Thank you for your letter. There is nothing in the current P1 rules that prevents the Mallock from running as long as it meets current SCCA safety regulations and the appropriate restrictor/minimum weight for the engine package installed.

T1

1. #14127 (Terry Hanushek) T1 Parity for Viper and Corvette

Thank you for your letter. The CRB recognizes the unclear wording and communication of this adjustment. The recent T1 changes assigned to Letter 13861 (T1 Parity for Viper and Corvette) leading to the June 2014 Fastrack adjustments were a compilation of multiple letters. The changes were compiled from letters #13861 and #13490, along with the data collected at Majors events on the West Coast. This single mid-season adjustment were executed once enough data was available, and in a single Fastrack to avoid confusion.

Not Recommended

AS

1. #13992 (Bill Baten) Request for Limited Prep A Sedan Camaro/Firebird

Thank you for your request. The CRB does not recommend exhaust headers for the 1998-2002 Restricted Preparation Camaro/Firebird. The complete Restricted Preparation ruleset for this car should enable a competitive American Sedan car.

2. #13993 (Bill Baten) Request for Limited Prep A Sedans

Thank you for your request. ABS is not allowed on any American Sedan car. The use of Full Preparation brakes requires the use of 17" X 8" wheels. The CRB has no plans to change these rules for any American Sedan car.

3. #14043 (Bill Baten) Request for Limited Prep A Sedan Camaro/Firebird

Thank you for your request. The CRB has no plans to allow LS6 GM camshafts and valve springs for the 1998-2002 Camaro/Firebird.

4. #14096 (John Maloney Jr.) Restricted Preparation Mustang/Cobra

Thank you for your request. Compression ratio and cam lift for Restricted Preparation American Sedan cars must remain as delivered from the manufacturer. The CRB has no plans to change this.

F500

1. #14183 (Carl Wassersleben) F600/F500 Competition Adjustments

Thank you for your letter. The CRB is in the process of gathering data for cars with 2 stroke and 4 stroke motorcycle engines. Once the data is reviewed and analyzed, the CRB will consider adjustments if they are needed.

FA

1. #14017 (Lance DeWitt) Homologation Request

Thank you for your letter. While the CRB understands your situation, there cannot be deviations from SCCA safety standards regardless of where the car has raced in the past.

P2

1. #14103 (Doug Schumacher) Request for Reconsideration of Specification Line Status for the MSR

Thank you for letter. The 13B Rotary engine is already classed in P1 and P2 at different weights and levels of modification. The Mazda Sports Racer will fit in either category. The CRB feels an additional specification line is not required and the current rules are adequate as written.

GT2

1. #12334 (Keith Goldin) Allow the RX8 20B Engine
Thank you for your letter. The car must meet current GT2 regulations.

2. #14006 (Tim Myers) Request 25 Pound Weight Reduction Viper OEM 8400
Thank you for your letter. All the newly classified Viper engine combinations are being monitored and adjustments will be made if the CRB determines an adjustment is appropriate.

FP

1. #13614 (Russ Rosenberg) Vintage Car Accommodation
Thank you for your request. Unfortunately the BMW 2002 classed in FP is a level 2 preparation car. As a consequence, even if an allowance was made for the indicated carburetors, substantial additional changes would be required to allow this car to run in FP.

STU

1. #13998 (Frank Domster) Engine Consideration
Thank you for your request. The ST rules are clear as written.

T2

1. #14038 (BILL CAPOGEANNIS) Request for Competition Adjustment to Corvettes in T2
Thank you for your request. The cars are competitive as classed. The CRB will continue to monitor performance.

2. #14098 (William Moore) 2014 Camaro SS 1LE T2 Battery
Thank you for your inquiry. This request is a rules change that must be approved by the Board of Directors for the following year (in this case 2015). Your original letter, #13706, is a What Do You Think, currently seeking feedback from the Touring community.

T3

1. #13941 (Marc Feinstein) Audi S4 and S5 Brake Upgrade
Thank you for your request. Please send in another letter for a brake package that is more in line with category allowances currently. The 8 piston is overkill for the class.

T4

1. #13999 (Mitchell Bender) T4 MX-5 Competition Adjustments
Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance.

2. #14062 (Jim Ebben) Please Reduce the Weight of the T4 Mazda RX8
Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance.

3. #14090 (Anthony Cuthbert) Wider Wheels for Abarth
Thank you for your request. Since this is a new classification, the CRB will monitor performance. If adjustments are justified by the data, the CRB will implement them.

4. #14093 (Anthony Cuthbert) Wheel Setup for Abarth
Thank you for your request. Since this is a new classification, the CRB will monitor performance. If adjustments are justified by the data, the CRB will implement them.

Recommended Items for 2015

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

GCR

1. #13565 (Jim Wheeler) Mechanical Protests
Thank you for your suggestion. Change the Time Limit in the table below 8.3.1.F: No later than one hour before the start of the race session of the competition for the issue in question. *Cars in impound may be protested within 30 minutes after any session*

2. #14100 (John Bauer) Add SFI Specification to Currently Allowed Fuel Cells
In 9.3.27, Add the SFI spec fuel cell as follows:

"All cars must be equipped with a safety fuel bladder complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, or as otherwise specified in the GCR. All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) *or SFI 28.3* specifications. Alternatively, safety fuel

cells shall be constructed in accordance with FIA FT-3 or higher *or SFI 28.3* specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.”

3. #14198 (Frank Diring) Official Scales

Thank you for your request. Change 5.9.4.C: Scales ~~or test weights~~ must be certified, as follows:

GTL

1. #14074 (Kyle Disque) Please Re-Instate GTL as Runoffs Eligible for 2015, 2016, and Beyond

Thank you for your request. Due to increased participation this season in the GTL class, the CRB recommends that GTL remain a Runoffs eligible class for 2015. The CRB will continue to monitor participation throughout the 2015 season.

Taken Care Of

FA

1. #14063 (Kevin Kloepfer) Alternate Engines

Thank you for your letter. New engines are considered for all cars on an individual basis and require full documentation and dyno work before consideration. The Honda K20 was recently approved for the 016 in FA, please see the June 2014 Fastrack Technical Bulletin for details.

FF

1. #13409 (Mark Walthew) Response to Letter #13059

Thank you for your letter. The alternative clutch disc for the Honda Fit engine in FF, Quicksilver PN: QSHDR-411 was approved per the February 2014 Fastrack, Technical Bulletin.

P1

1. #14104 (Doug Schumacher) Mazda Sports Racers in P1 Class

Thank you for your letter. Please see the response to your letter #14103.

GT

1. #14078 (Bobby Lentz) GTL Re-Instatement

Thank you for your request. Please see the response to letter #14074.

GTL

1. #14092 (Joe Harlan) National Status

Thank you for your request. Please see the response to letter #14074.

2. #14123 (Charles Leonard) Re-Instate GTL to Majors Class Now. We Have Made Credible Numbers

Thank you for your request. Please see the response to letter #14074.

3. #14213 (Paul Mevoli) Board of Directors of SCCA

Thank you for your request. Please see the response to letter #14074.

What Do You Think

None.

RESUMES

1. #13619 (Moses Smith) Request to Be on Formula Car Advisory Board

Thank you for your letter and resume. The CRB appreciates your interest in the FSRAC. At this time the committee is full with no additional slots to fill. The CRB will keep your resume on file and when an opening arises, will give you a call. Again, thank you for your interest.

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2014
NUMBER: TB 14-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/1/2014 unless otherwise noted.

American Sedan

AS

1. #14264 (SCCA Staff) AS window clarification
In section 9.1.6.D.7.e.2, change the language as follows:
~~"OEM or factory equivalent rear/deck glass is required."~~

"window (not including the front door windows) and rear/deck glass must be OEM/equivalent or clear polycarbonate type plastic material having a minimum thickness of 3mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car."

B-Spec

None.

Formula/Sports Racing

FA

1. #14275 (SCCA Staff) Add Appendix A to the Swift 016 Spec Line
Effective immediately: In FA, Swift 016, add the drawings provided by Swift to the GCR and change the notes as follows:

~~"Drivers must have a copy of Appendix A provided by Swift Engineering available to present to Tech at their request. Cars must conform to Appendix A (see end of spec line for drawings) as provided by Swift Engineering."~~

Note: This info was also included in RM 14-15. See the end of the Tech Bulletin to view the drawings.

P2

1. #13729 (Steve Harris) Body Width in P2
In P2, classify the Jondal as follows:

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb/Weight Modified Engine lb	Engine	Notes
<i>J</i>	<i>Jondal</i>	<i>94/54</i>	<i>950/1025</i>	<i>2 stroke</i>	<i>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>

2. #13755 (Jay Novak) Allow the Use of CVT Transmissions in P2

In Section 9.1.8.C.1.J.2, add the language as follows:

"Cars using a motorcycle based engine must use the transmission supplied with the engine. CVT transmissions are allowed with 2 stroke engines."

3. #14099 (S. Jay Novak) a proposal for the use of 2 stroke engines in P2

In section 9.1.8.C.1.L.c, change the language as follows:

~~"Two Stroke Engine: 2 stroke engine with a maximum of 1200cc and a maximum of 4 cylinders."~~ *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."*

In P2, spec line A, change the language as follows:

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Req'd Restrictor Flat plate except as noted up to 70in / 70in-78.74in width	Min. Weight (Lbs)	Notes
A.1	2 cycle	1200 905	NA	39.5mm/39.5mm 40mm	1200 1000	Maximum 4 cylinders
A.2	2 cycle	1205	NA	40mm	1200	Maximum 4 cylinders

GCR

1. #13964 (Egon Wright) Fire Safety

In section 9.3.23.B.1, add the language as follows:

"Halon 1301, ~~or~~ 1211 *or Dupont FE-36*, two (2) pound minimum capacity by weight."

2. #14224 (John Bauer) Correct Appendix D, AppC.2.8.A

In Appendix D, AppC.2.8.A, correct the following:

"The SCS or CS (or the Chair SOM) signs off on the Novice Permit following completion of the *third* satisfactory Regional Race *weekend*."

3. #14225 (John Bauer) Correct Appendix D, AppC.2.7.G

In Appendix D, AppC.2.7.G correct the following:

"The CSOM (or CS) must sign the Novice Permit acknowledge completion of Novice Permit requirements after the driver's *third* Regional Race *weekend* is credited. An SOM (or CS) refusing to sign off a Novice Permit may be appealed to the driver's Divisional Licensing Chairman."

Grand Touring

GT3

1. #13956 (mark weimer) to expand Nissan engine family

In GT3 Engines, Nissan, classify the L20 engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>L20 2/Z22 block (Alternate Disp)</i>	<i>SOHC</i>	<i>87mm X 92mm</i>	<i>2188</i>	<i>Alum, Non-Crossflow</i>	<i>2</i>	<i>Unrestricted</i>	<i>2010</i>	<i>Alt. Heads: #10141-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120</i>

2. #14143 (Grand Touring Committee) Action to remain consistent with 13956 TB

In GT3 Engines, Nissan L20 w/ Z22 block, add the notes as follows:

Alt. Heads: #11041-22010, 11041-U0600-A, 11-41_U0602-SV, 11041-21901, 11041-N7120

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Production

SP

1. #14171 (John Bauer) Clarify Super Production Rules

In section 9.1.C.2.a, clarify the safety requirements as follows:

"Super Production Class (SP) (Optional Regional Class): Cars which exceed the preparation limitations of the applicable Production or GT Category Rules but which meet the General Technical Specifications of Section 9 *9.2, 9.3, and 9.4* of the GCR for GT category cars. This includes cars not listed in the GT or Production specification pages, such as FIA homologated production cars"

Super Touring

STL

1. #13678 (Rich Walke) Weight Adjustment Based on Drive Wheels and Type of Suspension

In section 9.1.4.2.H.3, change the language as follows:

"Rear wheel drive cars *with strut front suspension must add 3.5 percent to their baseline STL weight. All other rear wheel drive cars* in STL must add 5.5 percent of *to* their standard *baseline* STL weight."

Touring

T1

1. #13345 (John Bauer) Review the Honda S2000 Classification

In T1, Honda S2000, change the spec line as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Honda S2000	2400 2200 2000	2600 2550 2450	40 mm TIR required with turbo configuration. <i>Supercharger pulley: 4.75"</i> <i>Supercharger crank pulley: 6.75"</i>	<i>CT Engineering Supercharger kit #350-042 w/ Paxton Novi 1500 blower</i> permitted. Precision Turbo 505-5858b/505-5558b or Garrett Turbo 803713-1/803712-1 permitted, SST racing exhaust manifold #s2kman-rr, SST racing intercooler pipe kit #s2kicp-rr, SST racing down pipe #s2kdpr permitted.	ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted. ASM fiberglass rear bumper ASM-AP100167 permitted.

T3

1. #14126 (David mead) 06+ MX5 concerns

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

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda MX-5 Cup</i>	<i>87.4 x 83.1</i> <i>2000</i>	<i>2330</i>	<i>17x7</i>	<i>225</i>	<i>3.82, 2.26, 1.64, 1.18, 1.00, 0.83</i> <i>Or</i> <i>3.82, 2.26, 1.64, 1.18, 1.00, 0.79</i>	<i>4.10:1</i>	<i>(F) 290</i> <i>(R) 280</i>	<i>2600</i>	<i>Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request.</i>

T4

1. #14033 (Dave wheeler) Approve the 2009 and newer wheels for the 2006-08 Mazda MX5 in T4

In T4, Mazda MX-5 (06-08), change the notes as follows:

"The following items must remain stock unless permitted below: Catalytic converters, shock/struts/springs (including mounts), original wheels (*2006-2013 factory wheels are allowed*), and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed."

See RM 14-14

2. #14039 (David mead) T4 Mustang weight reduction

In T4, Honda Civic Si (12-13), change weights as follow:

~~3400~~ *3125*

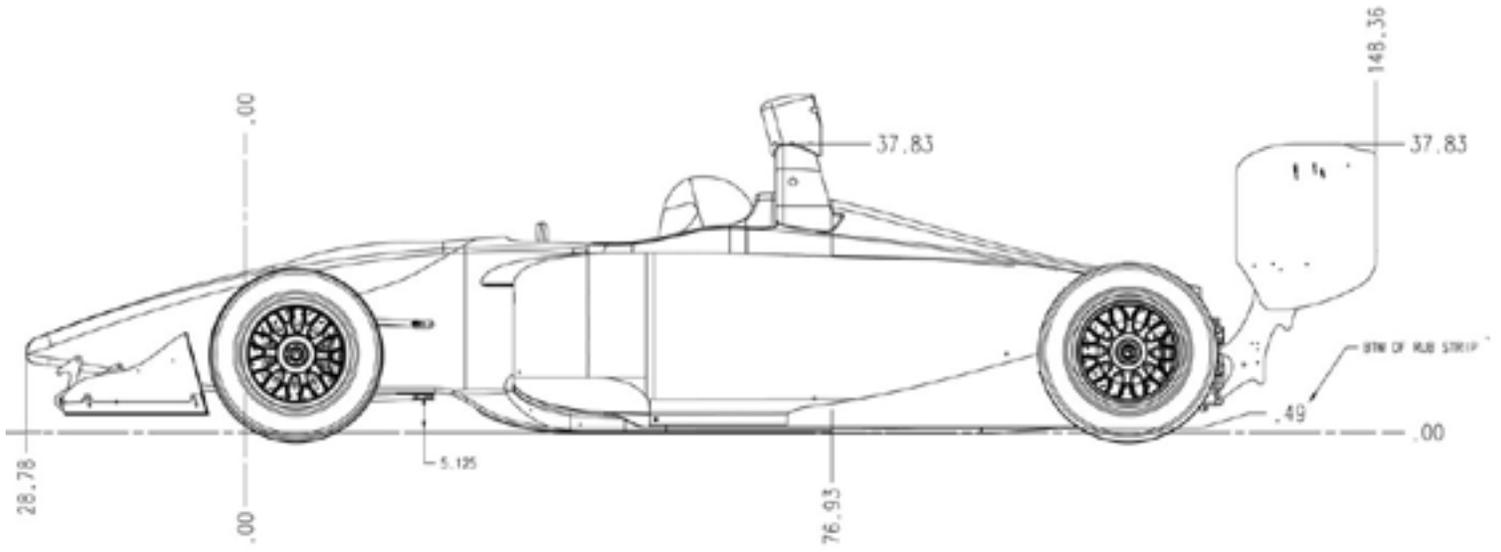
In T4, Ford Mustang V6 (05-10), change the weight as follows:

~~3500~~ *3475*

3. #14040 (David mead) 2003+ BMW Z4 tire size
 In T4, BMW Z4 2.5L (03-05), change the tire size as follows:
 225 **245**

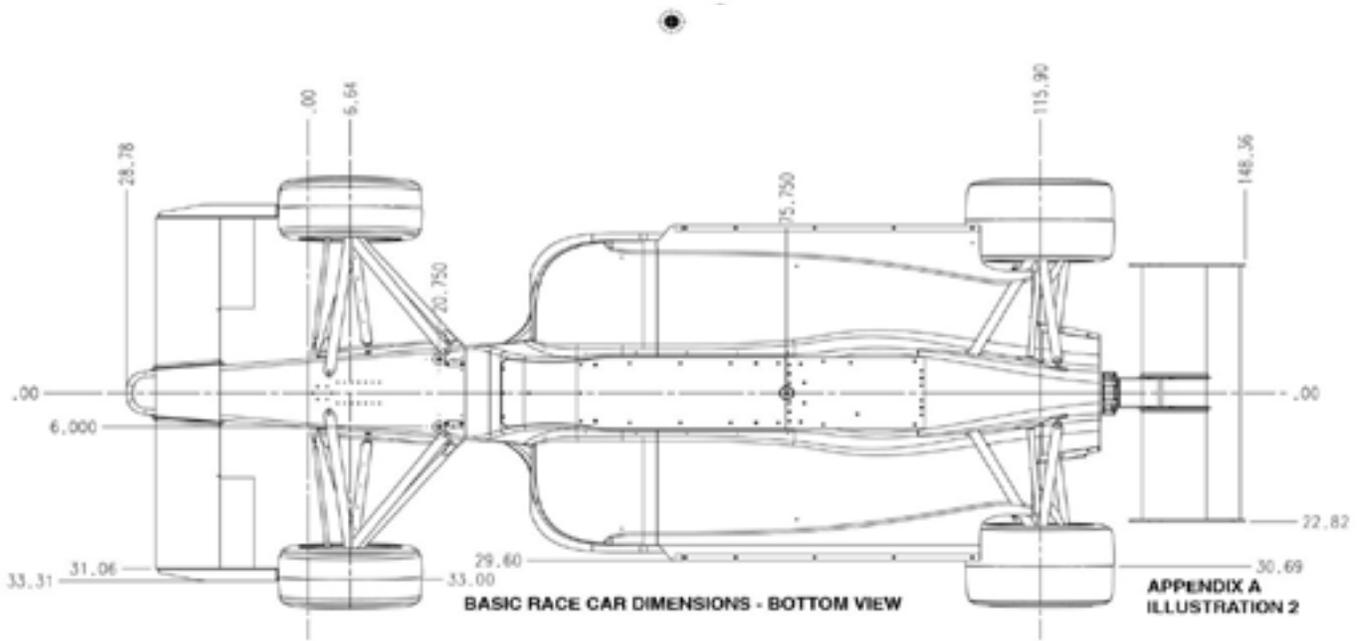
4. #14042 (Michael Sullivan) Acura RSX-Type R
 In T4, Acura RSX/RSX Types-S (02-06), change the weight as follows:
 2750
Type S: 2800

5. #14044 (Tim Myers) Reconsider weight reduction request on FRS/BRZ
 In T4, Subaru BRZ (2013+), change the weight as follows:
 3075 **2995**



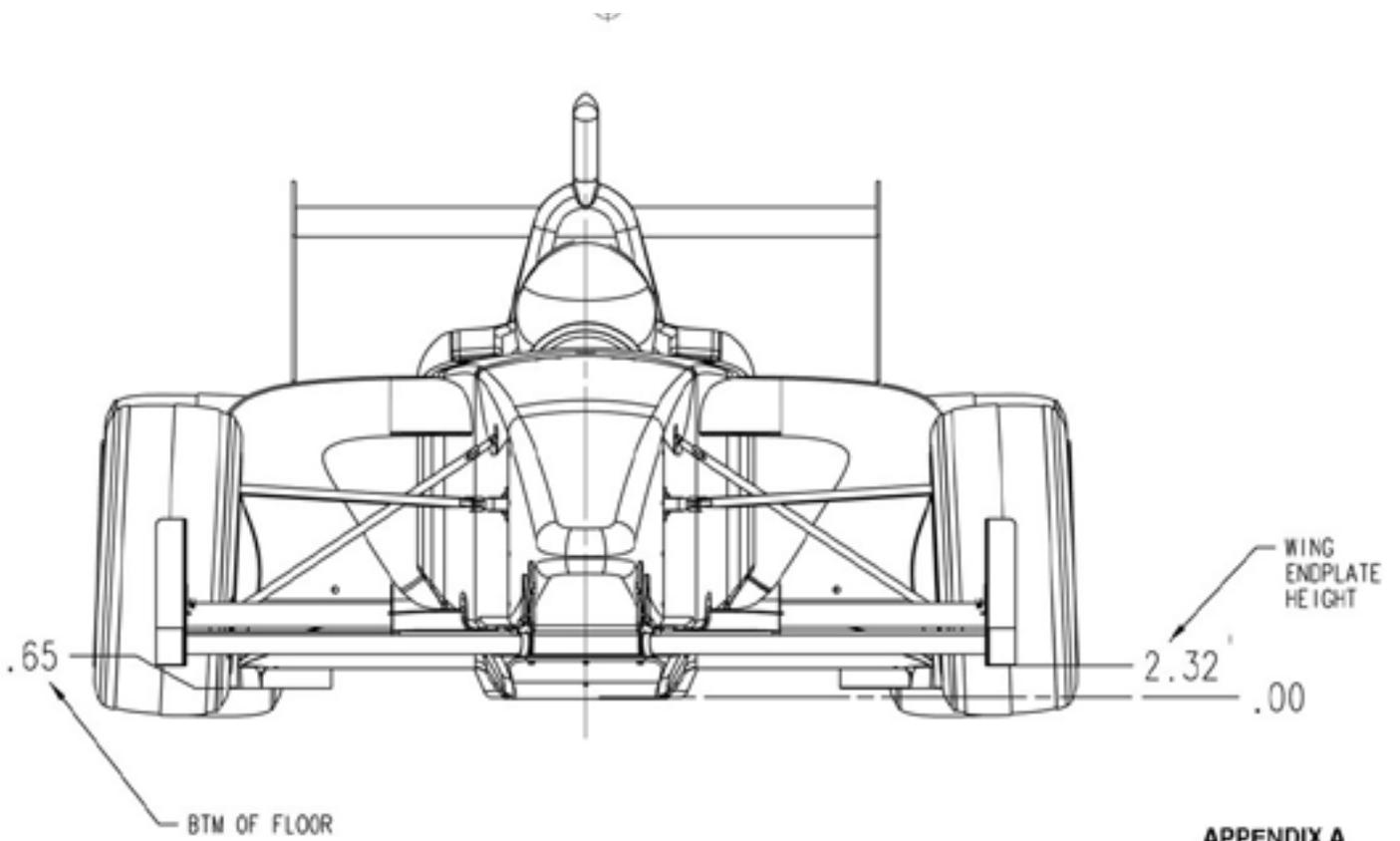
BASIC RACE CAR DIMENSIONS - SIDE VIEW

APPENDIX A ILLUSTRATION 1



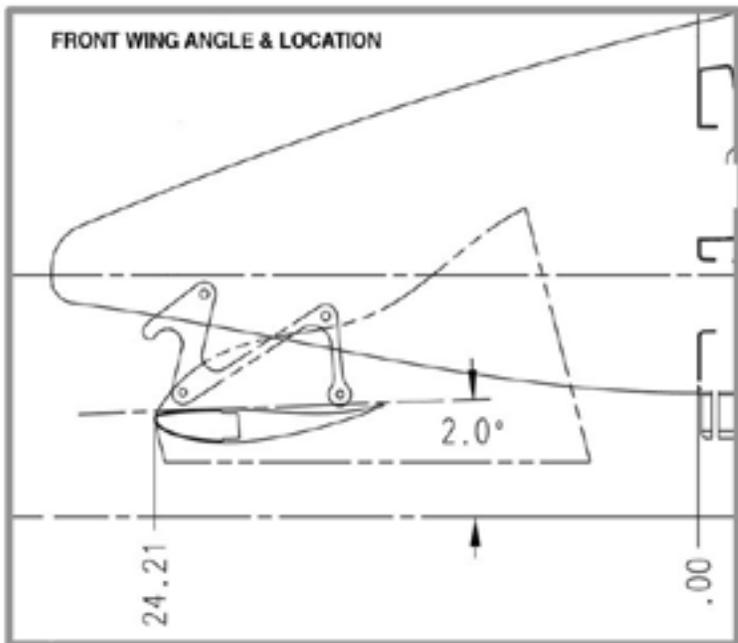
BASIC RACE CAR DIMENSIONS - BOTTOM VIEW

APPENDIX A ILLUSTRATION 2

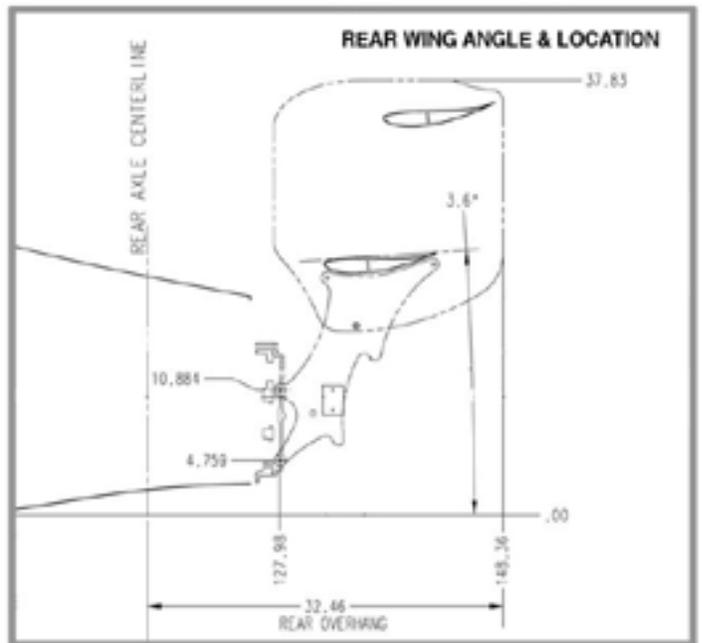


BASIC RACE CAR DIMENSIONS - FRONT VIEW

**APPENDIX A
ILLUSTRATION 3**



APPENDIX A - ILLUSTRATION 4



APPENDIX A - ILLUSTRATION 5

TIME TRIALS ADMINISTRATION COUNCIL

TTAC Minutes | June 11, 2014

➤ Participants:

Brian McCarthy (BoD), Chuck DeProw, Craig Farr, Deanna Flannigan, Jerry Cabe, Kent Carter, Matthew Yip, Roy Mallory

➤ Old Business:

TTAC Safety Committee

- Requesting action
 - No response

Letter log review

- Functioning well
- Clear out old (1+ year old) letters that have been addressed

➤ BoD Report:

- Experiential Program Development
 - Providing support to existing Committees and Boards
 - Modernizing communications
 - Redesigning website incorporating more social media
- TTAC restructure
 - Tabled
- TTAC membership
 - Identify members either as replacements or additions
 - Allow visitors to participate in discussions but not vote on actions

➤ New Business:

- Event Reports
 - Cal Club Time Trials event
 - Advertised at Long Beach Grand Prix
 - Total participation – 30
 - Mercedes-Benz group provided 7 of the 30 participants
 - Texas
 - PDX combined with Club Race practice day
 - Well received
- Create internal program specialists
 - PDX specialist
 - Time Trials specialist
 - Hill Climb Specialist
- Instructional Variations
 - “Station Wagon” rides for student review
 - Prior to any on-track sessions
 - Review after 1-2 on-track sessions
- Training
 - Electronic training sessions
 - Information that a participants needs to know at an event
 - Flags, track layout, pit-in, pit-out
- Track Inspections
 - Start documentation for PDX, Club and Track Trials track inspections
- Track Trials – Seat Requirements
 - FIA seat requirements encompass seat, mounts and vehicle – not viable for SCCA cars
- TT Medical Examination
 - Questions about validity and value
 - Cannot predict future maladies
 - May prevent blatantly unhealthy individuals
 - Develop proposal to BoD
 - Previously denied due to Cultural Requirement within SCCA

➤ Actions

- TT Competition License – Recommended to BoD for approval (unanimous)
 - Allow multiple year licensing with discounts similar to Competition licensing
 - Suggested Pricing
 - 1 year - \$35
 - 2 year - \$60 (13% discount)

- 3 year - \$90 (18% discount)
- Length of license varies with medical requirements
 - i.e. 2-year medical requirement affords 2-year license

RALLYCROSS BOARD

RallyCross Board Minutes | June 4, 2014

The RallyCross Board (RXB) met via conference call on June 4. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Richard Patullo, BOD liaisons, and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley reported one incident involving a broken heater core on course that burned the driver's leg. He was treated on site and returned to the event. There will be no further action from the Safety Committee.
- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that an announcement was posted on the Facebook page regarding the rules submission deadline of June 15. As the RallyCross forum are now working properly, it will be used for further rules discussions and announcements.

The Rules Committee received a legality inquiry regarding removal of the rear glass from a Miata hardtop in the Modified category. The Committee is in general consensus that such glass removal is allowed within the rules.

Lightfoot reported that a Committee member suggested finding a way to clearly mark a car that may be running without a driver's side window but where the driver has the proper arm restraints. Such a designation could avoid confusion at the start line or while the car is on course. Lightfoot will further pursue the idea.

- National Championship Committee (Warren Elliott): Elliott reported the following Chiefs list for the 2014 National Championship: Chief Steward – Steve Hyatt; Region Liaison – Mark Walker; Chief of Safety – Jerry Doctor; Chief of Course – Charles Wright; Chief of Workers – Edwin Cunill; Chief of Announcers – Jon Olschewski; Master of Ceremonies – Brian Harmer; Event Chair – Warren Elliott; Chief of Protest – Keith Lightfoot; Chief of Tech – ZB Lorenc; Chief of Timing – Sandi Brown. Elliott is still looking to fill the Chief of Grid position. Hyatt is organizing a key-personnel call in early September for a final coordination amongst the chiefs.

The RXB received a debeat penalty proposal that may be a good alternative to the current penalty. No changes will be made for 2014, as the goal of the RXB is to keep the Supplemental Regulations unchanged for all National events in 2014. The proposal will be presented at the 2014 National Championship Town Hall for discussion.

The Midwest Division requested to hold their National Challenge event at I-80 Speedway three weeks prior to the National Championship event. The RXB has concerns regarding the impact to the site and, consequently, to the National Championship event. Elliott will evaluate the possibilities during his visit to the site later in June.

- Marketing Committee (Ron Foley): Foley distributed a proposed National Championship promotion calendar with press release titles and dates of release. He requested any additional feedback on the plans from the RXB.

Foley is also working on a printed program for the 2014 National Championship and requested the status of the logo design. Brian Harmer is planning to use the SCCA Gear team to design the logo and should have one ready soon.

- RallySprints Committee (Keith Lightfoot): Lightfoot distributed a preliminary draft of the RallySprint rules and requested any feedback from the RXB. The BOD has endorsed the efforts to develop a RallySprint program and wishes that the RXB move forward on insurance buy-in for a few pilot events. Particulars of the two levels of RallySprint, including speeds, hazards, and course length, need to be defined in order to have the necessary insurance buy-in. The Committee will continue its efforts to that end.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a sparsely attended meeting in May. Those Divisional RallyCross Stewards and assistants attending discussed rally tire sources and the need for a good, reliable rally tire source for RallyCross competitors. They also discussed the need for good ideas for SportsCar articles and content for the 2014 National Championship program.

Old Business

- "What is RallyCross" video (Keith Lightfoot): No progress has been made on this video since the last RXB meeting. Lightfoot expects more progress later in the summer.

- Operations manual: Hyatt is removing the operations manual project from ongoing business and plans to focus on the project in the off season with a completion target of the 2015 National Convention.
- Court of Appeals: Hyatt will make the necessary contacts in time for the 2014 National Championship. All vacant positions on the court will be filled before the National Championship event.
- CrossKarts: The RXB received an outline from Steve Warren regarding a proposal to introduce CrossKarts to RallyCross competition. The RXB will discuss the proposal with him at the July RXB meeting.
- Rally tire sources: Brian Harmer reported that a retailer of Yokohama rally tires contacted the SCCA regarding a possible contingency. He will follow up for more information and report back to the RXB.

New Business

- East / West Championship events (Blakely): Blakely asked with a maximum of only nine National Challenge events per year if there was scheduling space available for Eastern and Western Championship events similar to those from a few years back. With Howard Duncan was not in attendance on the call, any discussion is tabled until the next RXB meeting. Hyatt suggested that the RXB revisit the Super Divisional / National Challenge concept.
- MSX Expo 2015 (Foley): Foley is part of a planning committee for the 2015 MSX Expo / SCCA National Convention and would like to include more RallyCross representation in the Expo displays. This could include at a minimum displaying a couple of RallyCross cars or showing a RallyCross video or possibly finding a specific RallyCross vendor. Foley will follow up and may request additional RXB input.
- Make-a-Wish Foundation (Lightfoot): Lightfoot received an inquiry about providing a Make-a-Wish Foundation ride-along at the Rocky Mountain Division National Challenge. The RXB agreed that it is okay as long as it is not done on a competition run and that the individual meets all other aspects required by the RallyCross Rules. Hyatt suggested treating it similarly to media in a non-competition / exposition run or doing a practice run ride-along.

Next meeting: July 2, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Road Rally Board Minutes | June 3, 2014

The RoadRally Board met by conference call on June 3, 2014; meeting called to order by Rich Bireta at 7:30 pm CST. In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Clarence Westberg, Deena Rowland from the National Office, and BOD Liaison Peter Zekert; not in attendance: Len Picton and BOD liaison Tere Pulliam. The May minutes were approved (Chuck/Sasha/pass).

Reminder: Rich will be off the grid (backpacking with Boy Scouts in New Mexico) June 9 through 21.

Front Burner Items:

- 1) May RRB Meeting action items
 - a. Publish response to Heckler/Minor letter (after May meeting)
Clyde responded appreciatively DONE
 - b. Return of Heckler/Minor claim fee (Deena) DONE
 - c. WDC Region Rally Textbook posted (Deena) Open
Rich converted to PDF from ZIP and sent to Deena for posting
 - d. Toolbox reorganization on web site (Deena) Open
Deena has to take down all on the webpage, reformat, repost
- 2) RReNews
 - a. Kudos and much appreciation to Cheryl Babbe for another great issue. The article from Jay on the Badger Burrow National was very good.
 - b. Question: Would any RRB member like to be the guest columnist for a Checkpoint Chat column? (This is the monthly column from the RRB Chair). Chuck would like to write a column explaining why Region Chairmen should support the National programs. Anyone can send info to Cheryl, e.g. for upcoming events.
- 3) 2014 Coker Tire Run (Jeanne)
 - a. Status Report – The Coker Tire Challenge website is finally up (www.cokertirechallenge.com), although the registration page still needs fixing to reflect SCCA entries; the rally will run to Great Race Event Regulations available on the CTC website) with a special supplement for SCCA cars (Jeanne will write this); Jeanne will send Deena an update for the SCCA webpage.
- 4) Rules for Organizers Update
 - a. Ron Ferris has completed a revision of the Rules for Organizers (RFOs) and it was distributed to the RRB members after the May conference call. Motion: The Road Rally Board, on behalf of the entire rally community, expresses our appreciation to Ron Ferris his work in updating the Road Rally Rules for Organizers document. Rich/Jeanne/pass
 - b. Chuck has added comments (June 2 draft). Rich incorporated many of Chuck's suggestions and put a clean .docx and .pdf format in the DropBox (June 3 draft). Chuck's suggestions to remove the RRB as final arbiter and allow first or last DIYC, but still not consecutive DIY controls. Clarence: we should make this change (and similar) to the RRRs and the RFOs should say: see section xx of the RRRs.
 - c. Action: Either: approve as is, or release for comment, or defer action to July, or...
Rich will incorporate minor revisions and resubmit in July.
- 5) 2013 Championship Season Status
 - a. Motion: The Road Rally Board, on behalf of the entire rally community, expresses our appreciation to Bruce Gezon for his work as SCCA points keeper. Bruce has resigned from the RRB and as National Points Keeper, but remains as Lifetime Points Keeper and procurer of year end awards. Rich/Jeanne/pass
 - b. The points spreadsheets and draft instructions have been received from Bruce.
 - c. 2013 Tour and Course Results status (Chuck)
Chuck made a motion to create a points-keeper subcommittee. Chuck/Jeanne/pass. Chuck will put results into a separate DropBox file where Jay Nemeth-Johannes, Clyde Heckler, and Bob Demeritt can download the information and enter data; Chuck says he will have the final 2013 Course standings by June 9, 2013 Tour standings by the June 15, and 2014 standings current by July 4.
- 6) 2014 Championship Season
 - a. When is the next Planning Calendar to be published? Jeanne – any day now; Deena will send Jeanne her calendar
- 7) Road Rally Publicity

www.scca.com/rally – A total of 5 press releases have been sent this year to media@scca.com and Reece White at SCCA HQ, but only 2 have been published. Non-rally news items (e.g. Formula SAE) continue to show up on the rally page. Rich finally received a response from Reece after escalating to Deena. Are we following the correct process for getting the scca.com web site updated? Are we contacting the correct person? Whom should we contact if we get no response from Reece? A discussion was held about timeliness of getting items updated. Sasha commented that the Sportscar he received today had

almost nothing about rally, except for an article he submitted that got rewritten as a letter to the editor; we need to realize that we are going to have to find other ways to grow the program. Rich agrees with Sasha.

- 8) Town Hall Proposal
 - a. Given the very low attendance at the SCCA convention and the tight schedule at the USRRC, we propose to have two Road Rally Town Hall meetings via conference call.
 - b. Regional Rally Town Hall – (*tentative*: Tuesday, August 12, 7-9 PM CST, 50 lines, no PIN)
 - c. National Rally Town Hall - (*tentative*: Tuesday, August 19, 7-9 PM CST, 50 lines, no PIN)
 - d. Participants will be asked to pre-register via email so we can be sure we won't run out of phone lines.
 - e. Agenda – short introduction (content TBD), questions from the community.

Deena will investigate with Colin Arnold about setting this up, capacity of system. Chuck suggested that they be on different days of the week, perhaps Tuesday and Thursday, to allow people who have other commitments to better be able to attend at least one of the Town Halls.
- 9) Significant changes to Road Rally Championship (Chuck)
 - a. Comments were due at end of May.

Chuck – comments were received about the NEC proposal of April 2; some NEC members had a separate meeting at Badger Burrow with two RRB members resulting in new proposal combining the course and tour championships. Rich asked what about experience points? Chuck answered that the RRB, when accepting experience classes, made a commitment to find something better than lifetime points, but it wasn't done until the "experience points" were added for the 2013 season. The general opinion is that experience classes were a mistake except for beginner classes. Rich asked how controversial is combining course and tour? Chuck said that the question comes down to are we going to drive more people away by combining classes. Rich took an informal vote, with the results being split between the two proposals. Clarence asked if we were making a change just for the sake of change; Chuck responded that the RRB has an historic reputation for doing things without considering the community; the May proposal has not been put out there for comments. The RRB agrees that we need to get something done this year. Chuck will put both proposals out for comment.

Separate topic: removal of GTA from championship status. Sasha thinks that GTA is an important way that we will increase the numbers of participants; removing GTA from the championship takes away the encouragement it gives; leaving GTA in costs only a few trophies a year; we should get TSD regions to do one GTA per year. Rich asked how we incorporate GTA into the May proposal. Chuck and Sasha both said to leave GTA as separate championship from TSD with two classes – sportsman and experienced. Chuck will modify the May proposal to include this.
 - b. Cheryl Babbe's proposal for NRRC series of events.

Cheryl has proposed what amounts to a replacement for the National Championship series which appears to be modeled on the Club Racing Majors Series. Regions would hold double National weekends, be calendared by October 1. (See the SCCA forum for more details.) The aim is to devise a promotable, cross-Region series. Review, comment. Discussion ensued, more next month.
- 10) 2015 Potential Signature Events - tabled until next month (we ran out of time)
 - a. JRRC
 - b. Coker Challenge
- 11) New business, open forum - tabled until next month (we ran out of time)
 - a. 2015 RRRs – Definition and restrictions on Social Rallies dropped from audit form. Should this be included in the RRRs?
- 12) Pick your "one RRB-task" this month?

Jeanne – minutes and send Coker info to Deena and Cheryl
Clarence – work with Eau Claire people re upcoming rally
Sasha – work on his upcoming rally
Chuck – work on getting points updated
Rich – make RFO changes, send a letter to Lisa Noble
Peter – ask Ron Ferris and Jim Heine about the heritage of rally

Meeting adjourned at 9:30 pm CDT.

Next meeting July 1, 2014, via telephone conference.

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/>