

BOARD OF DIRECTORS

The SCCA National Board of Directors met via video conference on Tuesday, July 29, 2014 at 5 pm Central Daylight Time. 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; Robert Clarke, President, SCCA Pro Racing; Richard Ehret, Vice President Finance; Eric Prill, Vice President Marketing & Communications; Terry Ozment, Vice President Club Racing and Aimee Thoennes, Executive Assistant.

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 who reviewed the general ground rules for the video conference call.

CHAIRMAN'S REPORT

Opening remarks by Chairman Walsh included a somber note regarding the recent fatality in Solo. The National office has published some guidance and activated counseling for staff and participants.

Robert Clarke was formally introduced to the Board. He is serving as President of SCCA Pro as well as supporting SCCA Inc in marketing. The Board wishes to thank Tom Campbell for his years of service as the President of SCCA Pro Racing.

Walsh gave updates on various working groups and their progress to present proposals for review at the October Board meeting.

Motion: Pulliam/Butler - Approve Minutes of May BoD meeting as published in Fastrack. Approved Unanimous

PRESIDENT'S REPORT

Noble provided more background on Robert Clarke's hiring and the planned transition into SCCA activities. Noble also reported on the mid-year ACCUS meeting which was attended by Noble and Clarke. Activities to promote STEM "Science Technology, Engineering and Mathematics" education by ACCUS were emphasized. National Staff is focusing efforts on Region support and providing enhanced tools and capabilities to Regions with undersubscribed events to bolster attendance and avoid cancellations. There is a new mobile application to support weekend memberships and increase turnaround time for membership activation. Noble also reviewed numerous sponsorship and cooperative marketing efforts that are underway. An outside firm has been engaged to develop a more modern and engaging SCCA web site platform to support the Club which will greatly enhance the membership experience.

FINANCE AND RISK MANAGEMENT

Ehret reported the operating loss as of June 30 is approximately \$116K. Membership revenue is higher than budget, however, other revenue categories are lower. SCCA Pro Racing is slightly ahead of budget, and SCCA Enterprises is showing much improved cash flow.

Treasurer Lewis noted that SCCA has been in investment mode and that new initiatives were initial estimates. A reminder that 2014 is the first full year of Majors format. Lewis emphasized that after a full year there will be better data to make more accurate budget decisions.

CLUB RACING

Ozment briefed the BoD on different Divisional paths to Runoffs and subsequent impacts to drivers in some Divisions. The issue has come up because some Divisions have cancelled events that were specifically named as Divisional qualifiers.

Motion: Harris/Butler - Allow the VP of Club Racing to waive the 4 weekend minimum participation requirement of the Divisional Path to the Runoffs in 2014 for drivers not able to qualify due to cancelled events eliminating sufficient opportunity for them to do so. Approved - Unanimous

Club racing proposed that Majors for 2015 should move towards 5 conferences to better reflect driver populations and geographic

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locality primarily on the East Coast. The number of events per conference will be reduced to 5 per conference to maintain the overall number of events. Some events will be shared between conferences. The GCR currently specifies the number of conferences. BoD discussion and debate ensued. Walsh reminded BoD that when we initially defined Conference geographic areas we did discuss the original 4 conferences and the size of the eastern conference and noted that things could be adjusted in the future if necessary.

Motion: Butler/Kephart. To change the submitted motion for 3.1.1. by Club Racing to specify 5 conferences. PASSED Unanimous

Motion: Helman/Zekert - To change the number of Majors conferences specified in the GCR. Effective 1/1/2015. PASSED 12-1. Opposed Langlotz

3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile events for drivers seeking an elevated level of competition. The Director of Club Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour staff. The U.S. Majors Tour is organized as series of events within five geographic units known as Conferences.

SCCA FOUNDATION

Walsh provided background on the SCCA Foundation and the desire to find a permanent home for the archives. The Foundation will provide for housing and funding necessary for the maintenance and archival work to make the archives available to the public. Motion is to transfer custodial responsibilities from SCCA Inc to SCCA Foundation.

Motion: Walsh/McCarthy - Approve the custodial transfer of the materials in the SCCA archives from SCCA Inc. to the SCCA Foundation, so that the SCCA Foundation can complete their task of transferring that archive to an appropriate permanent home. PASSED Unanimous

NEW BUSINESS

Patullo led discussion about Formula Vee rules stability which had been directly triggered by the FV disc brake proposal. This situation brought up a more general philosophical question about how active the CRB should be in managing stable classes. In the formula car segment FV stands alone as a unique niche market although one that attracts respectable entry numbers at both the Majors and Regional level. It is a class that attracts mostly hands on racers with a large part of that attraction believed to be rooted in 51 years of rules stability. Creativity has allowed evolution in design over the years but not turmoil or obsolescence driven by rules changes or other outside forces. The design limitations traditional to FV have caused a unique development of the technology. This is a big part of what makes FV what it is. BoD statement on FV to be conveyed to CRB by Chairman Walsh. Zekert brought up discussion of the Concorde Plan outlined by Mike Lewis in previous BoD minutes. Lewis is chairing a subcommittee of the planning committee defining the process and the communication plan to look at the future of club racing classes with a goal of getting all stakeholders involved and providing rules stability. The BoD expects to review the Concorde Plan in October.

Walsh solicited feedback from participants on the video conference capabilities. Overall, the feedback was positive and a tool to be utilized by the BoD and perhaps other program boards as a more economic meeting alternative.

Motion: Hanushek/Pulliam. Motion to Adjourn. PASSED Unanimous.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 23, 2014

The Solo Events Board met by conference call July 23rd. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, Todd Butler, and Dan Helman 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 Items for 2015

Per committee recommendation and with SEB concurrence, the following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board, via the form at www.soloeventsboard.com.

Street Modified

#9677 Trucks in SM/SSM Proposal

Add to 16.0.C.1 as follows:

"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based). *Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*"

In conjunction the following change will be made to the corresponding line in Appendix A, Street Modified section:

"Street Modified Class (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts). *Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*"

Prepared

#12486 Rear Seat Panel Removal Proposal

Reword 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 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.*

The PAC thanks the members for their input found in letters 14299, 14304, 14308, 14312, 14313, 14,316, 14324, 14340, 14346, 14351, 14352, 14353, and 14355.

#12419 E-Prepared/D-Prepared Reorganizing Proposal

In view of member comments to the published proposal, the PAC amends and recommends proposal #12419, Prepared Reorganization, as a set of rule changes for 2015, and a set of rule changes for 2016. The SEB and PAC believe that these changes will help improve the long term health of the Prepared Category.

Overbore Allowance, Effective 1/1/2015

- Change 17.10.H as follows:

"1. The block may be rebored no more than 0.0472" (1.2 mm) over standard, *unless otherwise specified in Appendix A.*"

Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas, Effective 1/1/2015

- 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 displacement less than or equal to 1667cc: 1.06 x displacement (cc)

Engines with displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

Engines with 3-valves per cylinder: 1.03 x listed displacement (cc)

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

Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement.

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 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 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 “

Comment: 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.

Consolidation of G-Prepared, Effective 1/1/2015:

- Eliminate class GP and distribute its contents as follows:

1. Move RWD vehicles to D-Prepared using DP allowances and weight formula as above.
2. Move Level 1 preparation FWD vehicles to E-Prepared, using EP allowances and the weight formulas 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” “

Reorganization of E-Prepared, Effective 1/1/2016

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

Weight formulas (lbs):

Rotary Engines: $0.70 \times$ listed displacement (cc)

Weight Adjustments (lbs):

Peripheral Port Rotary: $+0.050 \times$ displacement (cc)

Solid Axle: $-0.05 \times$ displacement “

Comment: 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.

The PAC thanks the members for the feedback in letters 14209, 14291, 14292, 14295, 14305, 14314, 14317, 14325, 14327, 14356, 14365, 14430.

Member Advisories

General

The SEB will have one vacancy for 2015. Members interested in this position are invited to submit their qualifications in writing via www.soloeventsboard.com.

Street

#14134 Bump Stop Clarification

Regarding rule 13.5.D, the increased travel in the bump direction provided by compliant shorter bump stops is permitted.

#14477 Tire Eligibility Proposal

Per the SEB, the Kumho W710 has been determined to meet the requirements of 13.3.B for 2014 and is considered eligible for use at this time.

Note: see a related change proposal elsewhere herein.

Street Modified

#14014 Classing Clarification

The SMAC believes that the Boss 302 Laguna Seca is SM eligible as it is based on a 4-seat model. Conversely, 4-seat models based on 2-seat variants are specifically excluded from SM.

Street Touring

#13527 Brace Clarification

Per the STAC, there is no allowance for removal of factory installed underbody braces.

#13859 Toe Link Clarification

In regards to the 2008 Impreza WRX rear suspension the STAC considers the rear lower arm to be a control arm and the front lower arm to be a toe link.

#13895 Treadwear Rating Clarification

Per the SEB and STAC: As of 2015, 200+TW rating will be the minimum requirement for tires in Street Touring.

#14037 Catalytic Converter Clarification

In regards to the location of non-OE catalytic converters the STAC considers the inlet to be the location where the expansion chamber begins. Additionally, there are currently no restrictions as to where the catalyst medium may be

located within the assembly.

#14135 Alternate O2 sensors in ST

Regarding alternate O2 sensors in Street Touring, the alternate O2 sensor allowance that is "missing" from the 2014 rules was intentional. The original allowance was intended to allow heated O2 sensors to be used in place of non-heated. However many competitors used this allowance to replace their stock narrow band O2 sensors with wide band units. This was inconsistent with the restriction in 14.10.F which reads "Only OE sensors may be used for engine management". To clear things up and prevent future confusion the alternate O2 allowance was removed.

Change Proposals

Street

#14477 Tire Eligibility Proposal

Per the SEB: The following rule change proposal is in response to member input and is planned to be effective 1/1/2015:

Change 13.3.B.5 to read as follows:

"5. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed."

Note: this change reverts the rule regarding discontinued tires to its 2013 form, with minor wording cleanup.

In conjunction with the above, effective 1/1/2015 the Kumho W710 will be added to the exclusion lists for the SSR class (in Appendix A) and the SP category (in 15.3). This is due to the general lack of availability of this discontinued tire coupled with its superior performance over currently-available wet tires.

Street Modified

#13898 2-seater FWD in SM Proposal

Change 16.0.C Vehicle Eligibility:

"1. Street Modified (SM):

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based), *and all front-wheel-drive cars.*"

Change Appendix A for Street Modified to read:

"Street Modified Class (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts) *and all front-wheel-drive cars.*"

Street Prepared

#12572 E9X M3 move to BSP

Remove the following listing from ASP and add to ESP:

BMW

M3 (2007-13)

Note: The proposal to move these cars to BSP was met with little response, and what we received was negative. The SPAC would like to hear from membership how they feel about ESP. The SPAC feels that this car would not be an overdog in ESP.

Modified

#14068 BM Aero Comments

The MAC has made changes to the previously-published proposal, which are intended to address concerns expressed by members in their feedback. Members who continue to believe their cars have issues under this proposal are requested to submit specific, detailed dimensional data for the MAC's consideration.

The specific changes from the prior version concern limitations on wing extent. The first change is to now only limit how far back the front wing can go, and not how far forward the rear one can extend. The second change is to include and slightly reword the GCR-based limit on how far back the rear wing can extend.

(Changes from 2014 shown in **red**. Deleted text crossed out in **purple**.)

"B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the **current** 2013 Club Racing GCR **sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H** ~~unless specifically classed elsewhere~~ with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
 1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.
Minimum weight with driver: 1020 lbs.
 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.
Minimum Weight with driver: 1110 lbs.
 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2- stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
Minimum weight with driver: 1180 lbs.
 4. May use any naturally-aspirated engine up to 3000 cc.
Minimum weight with driver: 1285 lbs.
 5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
 6. Minimum rim width: none.
 7. Maximum allowed rim width: 15 inches
 - 8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), or number of gears in any vehicle. CVT are allowed only with 2-stroke snowmobile engines.***
 - 9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.***
 - 10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to formula cars as well as sports racers with the following Solo changes to the list:***
 - a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 64 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case add 50 lbs.
 - b. Direct injection Allowed only in automotive engines.
- D. Formula 2000, classed in Formula Continental per GCR/FCS:
 1. Minimum weight with driver: 1090 lbs.
 2. Rim width: unrestricted.
 3. Airfoil maximum size per Formula Atlantic rules.
- E. Aerodynamic restrictions for Sports Racers:
 1. The total area when viewed from the top of **front and rear** wings shall not exceed 8 square feet. **Area calculation is of the airfoil element plan view and does not include side plates. Side plate size and element profile are unrestricted.**
 - 2. *Rear diffuser starting point permitted no further forward than 23" ahead of rear tire.***
 3. The current GCR ~~CSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall also apply to **all Sports Racers ASR and** production cars as recognized in DM/EM running in BM as sports racers.
 4. **Production cars** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

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

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer **P2 GCR** maximum height (45.25 inches per **P2 GCR 9.1.8.C.1.D.2 Bodywork height**).
2. Front wing width may match but shall not exceed overall front width as measured at the tires. **Front wing elements may not extend behind the front wheel centerline.**
3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed **7 cm (2.756 inches)** additional width per side and shall not deviate more than 10° from vertical. **The rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches). No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.**
4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

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

Items considered pertaining to this topic included this one and 14028, 14029, 14076, 14177.

Other Items Reviewed

Street Touring

#13018, 13024, 13043, 13050, 13053, 13136, 13141, 13158, 13234, 13235, 12578, 13579, 13580, 13582, 13583, 13584, 13586, 13588, 13597, 13611, 13641, 13644, 13656, 13659, 13673, 13674, 13677, 13796, 13797, 13819, 13899, 13128, 13380, 13589 STC with STS Comments

Thank you for your input.

#14110 Member Input: #12449 Oil Cooler Allowance Proposal

Thank you for your input. The oil cooler proposal was recommended to the BOD for approval (June Fastrack #12449).

Street Modified

#14219 CRX in SM Allowance Proposal

See Item #13898.

#14296, 14336 2 Seater FWD in SM Proposal

See Item #13898.

Not Recommended

Street

#14384 370Z Move to BS Proposal

The SEB will not be making classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals.

Street Touring

#14052 Air Intake Clarification

The STAC feels the rule is sufficient as written.

#14072 Porsche 924 and 924S Classing Proposal

The STAC feels that STR, with its additional tire allowance, is a better fit for these cars.

#14178 Porsche Boxster in ST Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#14337 AWD Turbo Cars move to SSM Proposal

Thank you for your input. Results across national events through the last 3 years have shown that RWD cars are extremely competitive in SM. As such, there are currently no plans to separate RWD and AWD within the SM category.

Prepared

#14391 Roll Bar Allowance Proposal

The PAC notes that the definition of an Open Car does not take into account the tires, other equipment, or preparation level of a vehicle under Section 17, Section 3.3, or Appendix C. The PAC thanks the member for the letter.

#14408 Limited Prep Classing Proposal

The PAC cannot speculate on the future of the SP and P categories. The proposed Limited Preparation vehicle classifications (see Item #12419) offer one path from Street Prepared to Prepared, via Limited Preparation and permit a competitor to develop a vehicle over a period of their choosing. Windshield frame removal and body sheet metal modification are optional within the scope of the Section 17 rules for Prepared, including the Limited Prep (Prep Level 2) vehicles. The PAC notes a la carte weight or points penalties for modifications promote rules complexity and instability. The committee does not believe the requested change is appropriate. The PAC thanks the member for the input.

Modified

#14139 Disagree 13146

Per the MAC, Solo Vee is based on Formula Vee, not FST. The Formula Vee rules specifically indicate that only stated modifications are permitted (GCR 9.1.1.C.1.B), and that no component of the engine may be substituted unless specifically authorized. There is no FV allowance for the use of H rods instead of the OE type. A rule change would be required to permit H rods, and the MAC does not believe this would be consistent with class philosophy.

#14195 Exocet Classing Proposal

Per the MAC, the Exocet does not meet the expectation that approved kit cars are (a) characterized by bodywork and equipment which are clearly designed for street use, and (b) do not have features which could upset the competitive balance in these classes. Vehicles such as this are eligible to run in AM provided they meet all applicable safety requirements.

#14401 Refueling During Competition Proposal

The MAC does not recommend prohibiting refueling between competition runs. This could prove an undue hardship for some competitors, especially for two-driver cars, and would not accommodate the possible need for additional fuel in the case of one or more reruns. Competitors are reminded that weights may be checked at any point during the competition, and that their responsibility is to ensure that their car complies with requirements during all runs.

Handled Elsewhere

Street

#14280 S2000 Move to CS Proposal

Please refer to the response to letter #14384.

#14286 Super Street Classing Proposal

Please refer to the response to letter #14384.

#14300 Focus ST Move to DS Proposal

Please refer to the response to letter #14384.

#14322 Corvette and Viper Classing Proposal

Please refer to the response to letter #14384.

Street Prepared

#12503 Reclassify BMW E9X M3 in Street Prepared

See letter 12572 for an alternative proposal.

Prepared

#12118 B-Spec Cars in GP Proposal

This topic was addressed as part of item #12419.

#14137 Balance Shaft Delete

This member's letter is addressed in the response to letter #14138. The PAC thanks the member for the input

#14142 Balance Shaft Removal Allowance Proposal

This topic is addressed in item #14138. The PAC thanks the member for the input.

#14291, 14292, 14295, 14305, 14314, 14317, 14327, 14356, 14365 EP/GP/FP ReOrg Comments

Please see item #12419.

#14299, 14304, 14308, 14312, 14313, 14316, 14340, 14346, 14351, 14352, 14353, 14355 Rear Seat Panel Comments

The PAC thanks these members for their feedback to proposal #12486.

Modified

#14028, 14029, 14076, 14177 BM Aero Comments

See the revised proposal in item #14068.

Tech Bulletins

General

#14369, 14405 Loose Item Clarification

Add new subsection 3.3.3.B.2, and renumber subsequent sections accordingly, as follows:

"2) Pedal operation must not be impeded. Driver's side floor mat must be removed."

Solo Trials

Vehicle Safety Equipment

Errors and Omissions: In Appendix D.X.3.a – Solo® Trials Rules, Vehicle Safety Equipment Requirements of the 2014 SCCA National Solo® Rules (page 256): remove the 3rd and 4th sentences, as follows:

~~"In addition, Street, Street Touring®, and Street Prepared category vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar."~~

Comment: The diagonal (transverse) brace is a suggestion in Appendix C – Solo® Roll Bar Standards. In 2003, the wording in the Solo® Rules changed for Prepared and Modified category vehicles requiring an Appendix C roll bar, but also added the sentences above. This has inadvertently created a stricter roll bar standard for Solo Trials for vehicles competing in Street, Street Touring®, and Street Prepared categories than for vehicles in Street Modified, Prepared, and Modified categories.

Street

#14011 BMW M235i Clarification

The limited slip differential for the BMW M235i is currently a dealer installed option and thus it is not legal for

F-Street.

Street Touring

#14188 Compact Pickup Trucks Classing Proposal

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

STX

Ford Ranger (4 & 6 cyl, N/A)

Chevrolet S10 (4 & 6 cyl, N/A)

GMC Sonoma (4 & 6 cyl, N/A)

Dodge Dakota (4 & 6 cyl, N/A)

Note: These vehicles may run in STX if they meet the height/track requirements of 3.1. They may need to be lowered and/or widened in order to accomplish this.

Prepared

#14138 Balance Shaft Removal Clarification

Per the PAC, balance shafts on piston engines may be deleted per the alternate block allowance in Section 17.10.H.1, which does not list balance shafts as a critical dimension for piston engines. To properly reflect this tech bulletin in the rule book the SEB has elected to add the following subsection as a clarification:

“17.10.H.6 Balance shafts may be removed.”

The PAC thanks the members for letters 14137, 14138, 14142 in regards to this inquiry.

#14324 Seat Panel Removal

Per the PAC, clarify Appendix A, X-Prepared, Section 7.C to read:

“c. The engine orientation ~~must not be changed~~ (i.e., transverse stays transverse, longitudinal stays longitudinal) *and the engine bay location must not be changed (i.e., front-engined stays front-engined, mid-engined stays mid-engined, and rear-engine stays rear-engined).*”

This change clarifies that a competitor may not relocate an engine bay within the chassis, and is believed prudent in view of the rule change contained in #12486, which has been recommended to the BOD.

Modified

#14407 Followup to 14186, regarding Porsche 550 replicar(s)

Modify 18.1.A.3 as follows to add a new classification:

“3. Other Models

The Panoz Roadster *and Porsche 550 Spyder are* eligible for competition in DM and EM as modified production-based cars using the Modified Tub minimum weights.”

Note: this will permit appropriate clones/replicas of the 550 (e.g. Beck) as long as the requirements of 18.1.A.2 are met.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 5, 2014

The Club Racing Board met by teleconference on August 5, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. Bruce Lindstrand attended as a guest from the BoD. The following decisions were made:

Member Advisory

FV

1. #14429 (SCCA Staff) FV Rear Suspension Panels

Competitors are encouraged to be aware of this rule change effective 1/1/2014. FV drivers should be sure to read the current FV rules as they pertain to body panels.

Rule 9.1.1.C.9.Q new for 2014 as currently listed in the GCR:

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

2. #14580 (Club Racing Board) Retraction of FV Disc Brakes for 2015

Due to continued member input, the CRB has withdrawn the REC rule change (letter #13326) that would have allowed disc brakes in FV in 2015. Thank you all for your comments and input.

No Action Required

F5

1. #14422 (Douglas Hargrove) Aerodynamic Devices

Thank you for your letter. F5 rules limit the use of "ground effects" by requiring a flat bottom between the axles. All current generation F5 cars incorporate a rear diffuser; the shape and size are left open to the creativity of the competitor. The rule is adequate as written.

2. #14423 (Douglas Hargrove) Aerodynamic Devices

Thank you for your letter. Sports car noses are recommended because they help reduce wheel entanglement and are a safety feature of the class. The design and shape of the nose is open as long as it fits in the basic requirements listed in the current F5 rules. The rule is adequate as written.

GCR

1. #14247 (Eric Heinrich) Reorganizing NEDIV tracks?

Thank you for your comments. This is an internal Division issue. Please work with your Division's leadership.

2. #14328 (Scott Bowman) Comment on 13565

Thank you for your comments.

3. #14392 (Jason Stine) Opposed to Concorde Agreement

Thank you for your comments.

T4

1. #14315 (Brian Husting) RX-8 and MX-5 Cup: Class Killers

Thank you for your letter. The CRB will continue to monitor performance in the class.

2. #14399 (David Mead) Mazda RX8 in T4

Thank you for your letter. The CRB will continue to monitor performance. Please keep letters constructive with relevant content.

3. #14400 (David Mead) MX5 Lack of Response

Thank you for your letter. The CRB will continue to monitor performance in the class. Please keep letters constructive with relevant content.

Not Recommended

AS

1. #14259 (Bill Baten) Reduce Weight of 1998-2002 Restricted Prep Camaro/Firebird

Thank you for your request. Based on recent on track performance, the CRB does not see the need for a competition adjustment for the 1998-2002 Restricted Preparation Camaro.

F5

1. #14419 (Chris Huskamp) Request 31mm Restrictor Instead of 30mm for 4-Stroke MC Engines

Thank you for your request. This was discussed in the July 2014 Fastrack and is not recommended at this time. The CRB will closely monitor performance.

The CRB thanks the following authors for their feedback letters on this topic: Jay Novack (#14374), Jim Murphy (#14395, #14403, #14404, and #14409), Clint McMahan (#14421), James Weida (#14439), and Fred Edwards (#14474).

GT1

1. #14257 (Hoover Chan) Noble M400/M12 Weight Reduction to 2500

Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the classification of cars within the class.

2. #14258 (Hoover Chan) Weight Reduction for Rossion Q1 GT1-ST to 2500lbs.

Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the classification of cars within the class.

GT2

1. #14266 (Michael Camus) Additional Widebody Approval for BMW E46

Thank you for your request. The GTCS is specific about allowed bodywork modifications. The CRB has not determined a need to change these specifications.

2. #14359 (Bryan Hunter) Request to Add a Turbocharger to Acura NSX

Thank you for your request. Turbochargers are not classified for GT2. Any cars currently with turbochargers came via the GT2/STO consolidation.

ITA

1. #14168 (Steven Elicati) 90-93 Mazda Protege

Thank you for your letter. The car is correct as classified.

FP

1. #14086 (Brent Louzon) Alternate Rocker Arms for BMW M10 Motor

Thank you for your request. At present there is insufficient evidence of an inherent flaw in this piece to warrant permitting an aftermarket part to be substituted.

SM

1. #13376 (Ralph Provitz) Rear Uprights

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

2. #14425 (Tyler Kicera) Fog Light Covers

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

STL

1. #13980 (Darin Treakle) Alternate Intake Manifold for Acura Integra GSR

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

2. #14370 (Bobby Beyer) Please Allow 2.0L I4 GDI TI-VCT ENGINE

Thank you for your request. The car is eligible for STL. The engine is not recommended for STL.

STU

1. #13879 (Duncan Burke) Why Not Alternate ABS Systems in STU?

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

The CRB thanks the following authors for their feedback letters on this topic: Jeff Wasilko (#14091), Ian Prout (#14102), and Elivan Goulart (#14105).

T2

1. #13706 (William Moore) 2014 Camaro SS 1LE T2

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

2. #14207 (William Moore) T2 Camaro Competition Adjustment

Thank you for your suggestions. The CRB does not recommend any changes at this time and will continue to monitor

performance.

T3

1. #14406 (Bobby Beyer) Rear Suspension Allowance for 99-04 Mustang GT
Thank you for your request. The CRB does not recommend this change as it is not consistent with class philosophy.

2. #14416 (Marc Feinstein) Competition Adjustment Audi S4 and S5
Thank you for your letter. The CRB will continue to monitor performance in the class.

T4

1. #14293 (Brian Husting) 2006 Chevy Cobalt SS - 50 Pound Weight Reduction
Thank you for your request. The car is classified correctly.

2. #14453 (Tim Wise) Allow MX-5 Cup Reliability Spec Parts on the MX-5 in T4
Thank you for your letter. The CRB will continue to monitor performance in the class.

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.

AS

1. #14264 (SCCA Staff) AS Window Clarification
Updated wording for letter #12478, to be effective 1/1/2015.

Change 9.1.6.D.7.e.2 and 3: ~~2. OEM or factory equivalent rear/deck glass is required~~ *Side windows (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 3 mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.*

3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed *or replaced with polycarbonate type plastic material as noted in 9.1.6.D.7.e.2, or NACA-ducts per 9.1.6.D.8.a.12*) must be OEM or factory equivalent.

FA

1. #14261 (Mirl Swan) Swift 016 Shocks
Thank you for your letter. The CRB recommends the following for all Formula and Sports Racer classes unless otherwise listed in a class-specific rule set. Add to 9.1.1: *In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, any fluid dampers are allowed with the following restrictions:*

- 1. Maximum of 4 dampers/shock absorbers per vehicle.*
- 2. Dampers must be independent from each other with no interconnectivity.*
- 3. Dampers must be manually adjustable only.*
- 4. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.*
- 5. Electro/Magnetic shock fluid is prohibited.*

GCR

1. #14272 (Richard Patullo) Seat Belt Expiration
Change 9.3.19.G.1.: 1. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the ~~2nd~~ *5th* year after the date of manufacture as indicated by the label. If for example the manufacture date is *2014* the ~~second~~ *fifth* year after the date of manufacture is *2019*.

T2-T4

1. #13534 (Touring Committee) Air jacks
In section 9.1.9.2.D.8.a, add new section 6.: *6. Air jacks are permitted, but no air source may be carried on board. Installation of such may not reinforce the chassis, or add another attachment point to the roll cage structure.*

T4

1. #13067 (Dean Bailey) Spec Line Issues for the T4 Firebird/Camaro
In section 9.1.9.2.D.1.h.1, change the language as follows:

All cars classified in Touring (~~unless specified on spec line~~) may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. The post catalytic converter oxygen sensor maybe disabled, replaced, or removed; the resulting hole (if present) may be plugged. All Touring cars may replace any part of the exhaust system beyond the catalytic converter(s) *factory downpipe/header/exhaust manifold, or allowed header on spec line*, provided:

The CRB thanks these authors for their feedback letters on this topic: Tom Hart (#13387), Tim Wise (#13441), Dave Kutney (#13444), Stan Czacki (#13501), Tim Myers (#14525).

Note: If the Board of Directors approves this Recommendation at their next Board meeting, T4 specification lines that include comments about catalytic converters will be updated at the time the GCR is updated for 2015, to reflect this rule change.

Taken Care Of

P1

1. #14181 (Chris Farrell) Busa vs. 1000 cc

Thank you for your letter. Please see the response to letter #13630, July 2014 Fastrack.

T3

1. #14012 (David Muramoto) Lightweight Battery Feedback

Thank you for your feedback. Please see the response to letter #13706.

T4

1. #13480 (BRIAN PRICE) Mazda RX8 Coil Springs

Thank you for your letter. Mazda is fulfilling orders for springs. No change is necessary at this time.

2. #13709 (David Mead) Allow Alternate Springs on RX8

Thank you for your request. Please see the response to letter #13480.

3. #14341 (Jared Lendrum) Scion FRS Weight

Thank you for your request. Please see the response to letter #14330, Technical Bulletin.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2014

NUMBER: TB 14-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/2014 unless otherwise noted.

American Sedan

AS

1. #14504 (American Sedan Committee) Driver Comfort

In section 9.1.6.D.8.a, add new section 12 as follows:

"Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. NACA-ducts may be mounted in the side windows or quarter windows."

B-Spec

None.

Formula/Sports Racing

None.

GCR

1. #14321 (Terry Ozment) Insurance E&O

In Appendix B, remove section 2.4 in it entirety.

2. #14363 (Butch Kummer) Modify Sound Control Language

In section 5.7.2, change the language as follows:

"Sound Control may be in effect for all events, as approved by the Division Executive Steward. *If Sound Control is in effect at an event*, all cars will be monitored and readings will be posted for competitors' information. A driver registering a single sound level reading over the maximum for the event shall not be black flagged. If a driver is black flagged due to sound, the car shall not re-enter the course until corrective steps are taken."

3. #14381 (jim wheeler) Annual inspection

In Section 9.3.20.A, change the language as follows:

"At *or before* the first event of the calendar year, all driver's safety equipment will be inspected by a licensed Scrutineer."

Grand Touring

GT1

1. #14227 (Brad Fincham) Vehicle Technical Entry

In GT1-ST, Classify the McLaren GT Sprint as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>McLaren GT Sprint</i>	<i>3799</i>	<i>2080</i>		<i>Competitor must have a copy of the factory build spec in their possession.</i>

GTL

1. #14260 (Jonathan Spiegel) FWD IRS for GTL

In GTL, Honda CRX, add the notes as follows:

"May utilize IRS w/ 2.5% weight penalty"

Improved Touring

None.

Production

1. #14283 (Brian Linn) allowable transmission gears

In Production, Trans Speeds Column, change the language as follows:
 Trans. Speeds (*max*)

EP

1. #13368 (aaron hall) Classify the Caterham 7s with the Sigma 1.6L

In EP, classify the Caterham Seven 280 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.)
<i>Caterham Seven 280</i>	<i>2</i>	<i>1445</i>	<i>4 Cyl. DOHC</i>	<i>3.1"x3.2"</i>	<i>97.4 c.i.</i>	<i>Alum.</i>	<i>Alum.</i>	<i>(I) 1.18" (E) .95"</i>	<i>Fuel injection</i>	<i>87.6"</i>	<i>56.7"/57.1"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>Caterham Seven 280</i>	<i>13"x7"</i>	<i>5</i>	<i>(F) 9.65"x.39" solid (R) 9.05"x.39" solid</i>		<i>Level 2 suspension preparation. Engine- Ford Sigma- is limited to IT preparation except modifications permitted in section 9.1.5.E.2.e. and f. Comp ratio is limited to 11.0:1. Valve lift is limited to .390. Stock transmission with helical gears req'd. Gear ratios: 3.65,1.97,1.37,1.00 and .82. The roll cage must have a full width, high front and rear hoops that attach using the OEM cage mounting points. The side intrusion bars shall remain outside the passenger compartment.</i>

2. #14236 (David Karably) Weight for BMW E36 328IS

In EP, BMW 328i/is E36 (96-99) change the weight as follows:

2725 2675

**2793 *2742*

***2864 **2809*

In EP, BMW 325i/is E36 (92-95), change the weight as follows:

2525 2500

**2588 *2563*

***2654 **2625*

3. #14237 (David Karably) Wheel Size for BMW 328IS

In EP, BMW 328i E36 (96-99), add the wheel size as follows:

17 x 8.5

HP

1. #14176 (Kyle Keenan) Seeking HP Classification of the 2012+ Kia Rio 5.

In HP, classify the Kia Rio 5 as follows:

HP	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.)
<i>Kia Rio 5 (2012-2014)</i>	<i>2</i>	<i>2350 * 2409 ** 2468</i>	<i>4 Cyl. DOHC</i>	<i>3.03"x3.36"</i>	<i>97.1 c.i.</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.24" (E) 1.02"</i>	<i>Fuel injection Throttle Bore 2.36"</i>	<i>101.2"</i>	<i>64.2"/64.3"</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Kia Rio 5 (2012-2014)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 11.2"x.87" vented (R) 9.8"x.39" solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .390"</i>

Spec Miata

None.

Super Touring**STL**

1. #14358 (Club Racing Board) MX5 and SM5

In STL, classify the Mazda Spec MX-5 and MX-5 Cup cars as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda Spec MX-5</i>	<i>2000</i>	<i>2600</i>	<i>Must Comply with 2014 SCCA Spec MX-5 Regulations.</i>
<i>Mazda MX-5 Cup</i>	<i>2000</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>

STU

1. #13683 (david mead) Allow STU BRZ/FR-S use of Jackson racing supercharger kit

In STU, classify the Subaru BRZ and Scion FRS as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>2000</i>	<i>2970</i>	<i>Jackson Racing S/C Kit, part # 000-07-300 Permitted.</i>

2. #14265 (Tim Wise) PWC VTS MX5

In STU, classify the World Challenge Spec, Mazda MX5 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>SCCA World Challenge Spec Mazda MX5 (2005-)</i>	<i>2489</i>	<i>2500</i>	<i>Must meet SCCA World Challenge VTS dated 1/15/2013. Must meet STCS Ride Height. Tires must conform to GCR 9.3.45.</i>

Touring**T4**

1. #14330 (John Bauer) Adjust the FRS weight to be consistent with the BRZ

In T4, Scion FRS, change the weight as follows:

3075 *2995*

TIME TRIALS ADMINISTRATION COUNCIL

TTAC Minutes 08/13/2014

➤ Participants:

Brian McCarthy, Chuck Deprow, Craig Farr, Dave Deborde, Deanna Flannigan, Heyward Wagner, Kent Carter, Matthew Yip, Roy Mallory, Terry Hanushek

➤ Reports:

BoD Report

➤ Ongoing Business:

Letter log review

- Most current letter from May 2014
 - Review all and close as necessary

Time Trials Safety Council

- Provide direction from TTAC

Multi-Year Time Trials License

- Starting 2015

➤ New Business:

Convention presentation topics

- Venue or Driver training

Convention training requests

- Track Inspection

Instructor Training Program

- St Louis Region curriculum program
 - Master document
- Texas and California
 - No formal classroom instruction
- Washington DC
 - Annual classroom/on-track instruction

Involvement with Experimental program – Heyward Wagner

- SCCA currently formatted to reward National Champions
- Create more broad-based appeal away from hard-core competition events
- Focus on PDX and Time Trials events
 - Draw first-time participants & repurposed race cars
 - Develop Nationally Branded programs
- Attempting to create a national program – Track Night USA
 - Allow for drivers interested in experience and competition
 - Approx. 15 tracks around the country with events from 4p-8p Tue, Wed, Thu over several months
 - Identify staffing
 - Regional or race track supported
 - Heavily marketed nationwide
- New SCCA website
 - In development thru the 2014 off-season
 - Login based on membership number
 - Subscriptions and news based on member-provided interest regarding programs and news streams
 - Combine informational and social website within SCCA

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | August 6, 2014

The RallyCross Board (RXB) met via conference call on August 6. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley reported that the Safety Committee has received no incident reports in the past month.
- RallyCross Rules Committee (Keith Lightfoot): The 2015 RallyCross Rules change proposals have been posted at the RallyCross forums for member comment. Comments will be accepted through September 15.
- National Championship Committee (Warren Elliott): Course designers have been selected for the 2014 RallyCross National Championship. Jon Simmons and Kris Martinsen will design the Saturday morning course, Charles Wright will design the Saturday afternoon course, and Brianne Corn will design the Sunday course. Course designers will be asked to design the courses with course degradation adjustments in mind and to be available for any possible adjustments unless they are competing at the time.

Elliott reported that Team O'Neil Rally School would provide an award of a two-day rally school to the 2014 RallyCross National Championship competitor chosen as the most likely to win a future National Championship with proper driving instruction.

The RXB discussed the technical inspectors' role in class compliance at the National Championship event. It was agreed that, as specified in the 2014 RallyCross Rules, the technical inspectors' role is to inspect a vehicle for safety per Section 6.3 of the RallyCross Rules and class compliance is the competitors' responsibility. Technical inspectors will advise competitors when class compliance issues are noted. Lightfoot will provide wording of these divisions of responsibility to be included in the Schedule section of the Supplemental Regulations for the event.

- Marketing Committee (Ron Foley): Foley reported on developments for the 2015 MSX Expo. It will be expanding and be more inclusive over what was offered for 2014. Plans are to have more RallyCross and RallySprint exposure in the displays and discussions. Howard Duncan reported that objectives are to have better integration of the Convention and the Expo, both administratively and in scheduling, and to reduce costs by dialing back the length of the Convention and redirecting some elements to Divisional Conventions. Awards will also be streamlined with only the major program awards being presented at the Saturday night banquet, i.e. the Dirty Cup for RallyCross. Other RallyCross awards will be presented in the Town Hall and other sessions.

Foley reported plans to do a "Who Will Win" article in *SportCar* this year, which the deadline for the October issue is only two weeks away. Lightfoot and Elliott will put together a draft and use Jon Olschewski to coordinate the article with *SportsCar*.

- RallySprints Committee (Keith Lightfoot): Lightfoot reported good progress towards holding two RallySprint pilot events in 2014. There are only a couple of small issues to resolve to complete the rules. Sites in the Northwest and Northeast are prepared to hold the pilot events. Howard Duncan requested site plans, aerial shots, and/or video from the proposed sites to give the insurance company as much information as possible.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a short and lightly attended Divisional RallyCross Stewards meeting. Discussion topics included the upcoming Great Lakes National Challenge event, the passenger rule that can possibly affect competitors with learner's permits, and the tire debead poll on the RallyCross forums.

Old Business

- East / West Championship events (Blakely): Blakely asked if the National office still plans to support a couple of the National Challenge events. This was previously referred to as "Super Challenge" events where the National office would provide full support in the form of the SCCA trailer and staff. Duncan emphasized the need to have a well-attended event to support the extra expense. Any such plans for 2015 would need to be included in the budgeting process over the next couple of months.
- CrossKarts: No new information has been received by RXB, so this item will be tabled until a later meeting.

- Mid-year review (Hyatt): Hyatt requested an email from each RXB member last month summarizing the current state of RallyCross: how we are doing, what we are doing well, where we need to be before the end of the year, and plans for 2015. From those responses the consensus is that the RXB is functioning well within the prescribed roles and duties. Areas for improvement include better communication to the membership, finding replacements for RXB members and Divisional RallyCross Stewards, and a better Divisional event format in the number and type of events, which could include a East / West Championship. The RXB discussed how the board is currently operating and plans to use the next meeting as a strategic planning session.

New Business

- 2015 RallyCross National Championship date (Hyatt): For 2015 the traditional date of the first weekend in October for the RallyCross National Championship is in conflict with the SCCA Runoffs. The RXB discussed possible date options and will continue to check schedules to find a suitable date.
- Restricted driver's licenses at National RallyCross events: The RXB received a request from a member to allow a non-competitor passenger at the RallyCross National Championship for a competitor with a learner's permit that requires an adult supervisory passenger. The RXB discussed the issue and agreed that to allow it would require a change to the 2014 Supplemental Regulations and the 2014 RallyCross Rules, which should stay unchanged for the year. A proposal will be made to change the 2015 RallyCross Rules and the 2015 Supplemental Regulations to allow for a non-competitor passengers for competitors with learner's permits, as required, at National Challenge and National Championship events.

Next meeting: September 11, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes August 5, 2014

The RoadRally Board met by conference call on August 5, 2014; meeting called to order by Rich Bireta at 7:30 pm CST. In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, Len Picton, Deena Rowland from the National Office, BOD Liaison Tere Pulliam and BOD member Dick Patillo. Sasha Lanz joined us late. The July minutes were approved (Clarence/Chuck/pass).

Front Burner Items:

- 1 June RRB Meeting action items
 - a. Toolbox reorganization on web site (Deena) OPEN
Deena put hyperlinks in and they are working; Len will double check, to make sure they are as intended
- 2 RReNews
 - a. Next issue will be July August combination.
- 3 2014 Coker Tire Run (Jeanne)
 - a. Status Report – so far only 4 entries from SCCA; for hotel reservations, call the Staybridge Suites directly and mention Coker Tire Challenge (their website says no rooms available); car numbers for SCCA cars will likely start with 100 and will be the same all three days but there will be a different order of start each day; SCCA cars will run as a group, alternating front of pack/back of pack; Jeanne will contact Janice Strawbridge, Chairman, to arrange for the Official Observer and Claims Committee. Jeanne will send an update to Cheryl for publication in the upcoming RReNews.
- 4 Rules for Organizers Update
 - a. Action: review/approve draft since last meeting. Release for comment?
It was decided that the RFOs did not need to be sent out for comment, since they are rules and guidelines for organizers. Motion: approve the August draft of the RFOs. Rich/Jeanne/pass
- 5 2013 Championship Season Status
 - a. Action: Approve 2013 results.
Thank you to Chuck and members of the points-keeping committee (Jay Nemeth-Johannes, Bob Demeritt, Gary Patrick, and Clyde Heckler), the rally community appreciates the effort. Motion: approve the 2013 results. Chuck/Jeanne/pass. Chuck will make final PDF files and send to Deena and Bruce Gezon to procure awards and certificates, and to Cheryl for publication in the RReNews.
 - b. LOL Weekend Members who qualified for a year-end award – do not want to join SCCA; saying that it is too expensive for what they get out of it; Howard Duncan said that he has forwarded the comment about costing too much to the BOD.
 - c. 2014 Points standings release –
Results are up to date and ready to post, and to send to Cheryl also. Clarence commented that the SCCA website currently has old 2013 standings (from June); Deena will post the 2014 standings when she gets them.
 - d. Should the points-keeper enter points for weekend members?
Jay suggested not listing WM info unless they subsequently join, that it is a lot of work; Chuck and Sasha think it is worth the effort; Rich, Jeanne, Len, and Clarence think it is not. Motion: The RRB directs the points-keeping committee to feel free to omit data from weekend members, unless they join later. Rich/Len/pass (4-2)
 - e. Chuck made a motion to reinsert into RRRs Article 8.B.4 the phrase 'up to 10 events' for 2014 and forward (how many events count toward the Championship); it was left out between 2008 and 2009, then was passed to reinsert, but did not get into the RRRs. Bruce did the points as if it was there through 2012 and Chuck has also done the same; Chuck will check Jay's intent for 2014. Jeanne is looking at old minutes to verify if it can be corrected under errors and omissions. The consensus was to not change anything tonight.
- 6 2014 Championship Season
 - a. Is the next Planning Calendar ready to be published? Jeanne says it will be ready in a day or two.
 - b. Letter received regarding Indy events.
A competitor submitted a letter about the Sunday Indy event, stating that there were too many mistakes, that the roads were very rough, one car broke, and another quit after 11 legs. Rich asked another competitor for his view and that competitor said that the car that broke had clutch failure (likely not related to the rally), that the car that quit did so because they got lost and were running very late, but did go to the finish; he agreed that there were too many mistakes on Sunday. Chuck said that 5 of 18 legs were discarded and that the rough roads were due to the severe winter weather. Len asked how many of these problems were because of the rally being a combined event; Chuck replied that overall he did not think so although two legs were specifically due to errors introduced during the pre-check while attempting to make the Tour clean. Do we

need to take any action regarding combined events? No; Chuck said that depending upon what happens for 2015, he may not be doing combined events in the future, i.e. if the tour and course series are combined into a single championship, he will not do combined events. Rich will respond to the contestant who submitted the letter.

7 Town Hall Proposal

- a. We will use anytime meeting, at anytime.com.
- b. Change date to next Wednesday for first session.
The first Town Hall will be Wednesday, August 13, at 7:00 pm CDT (changed from Tuesday, Aug 12); the second Town Hall will be Thursday, August 28. Rich will notify RRB members of the number to call in.
- c. Preregistrations are low; send an email to Rich rbireta@us.ibm.com if you wish to attend.
8. Significant changes to Road Rally Championship (Chuck)
 - a. Comments were due at end of May.
Final vote will be in September after the Town Hall meetings.
9. New business, open forum.
 - a. Sports Car Calendar info for Yucatan was incorrect. (Deena?) It has been partially corrected.
 - b. Where do we go from here?
 - 1 Regional Rulebook (Jeanne) – still working on it
 - c. 2015 RRRs – Definition and restrictions on Social Rallies have been dropped from the audit form, should this be included in the RRRs? No decision.
 - d. Newest *SportsCar* has a nice article about the Covered Bridge Rally, and a Checkered Flag listing for Dave Teter.

Actions the RRB can take to help grow Regional programs:

1. Are there any actions that we can take to incentivize competitors to step up to be rally masters; i.e. worker incentive programs?
 - a. Jeanne mentioned that they give workers a free entry, and rallymasters get \$30 for gas. Jeanne also mentioned that if members do a certain amount of work over the year, then their local club pays their National dues for the next year.
 - b. Clarence mentioned that he got one new organizer who wanted to get events on the other side of the city. Jeanne asked who is doing the check out of the events.
 - c. Chuck and Jeanne both mentioned that they encourage new rallymasters by asking them to use some of the roads that they like to drive.
 - d. Dick Patillo mentioned that the worker incentive program in Club Racing is paid for by a \$2 surcharge on each race entry and that if the RRB wanted to propose an incentive program funded by a surcharge on entries, that it would likely be received favorably by the BOD.
 - e. Clarence mentioned that there is a guy in Utah who wants to do a rally yet this year. He is on Facebook. Jeanne will check into this.
 - f. Clarence is working with an organization named Chippewa Valley Sports Car Club to put on an event on Aug. 16.
 - g. Clarence said that we need to be pro-active, go out to other areas where there is interest, e.g. Eau Claire has a 'cars and coffee' monthly gathering; what about Omaha or Des Moines.
 - h. Len asked if we can get Region of Record added to the list of Rally interested.
 - i. Sasha said that MSR asked for somebody to help with a TSD rally in SW Colorado.

What is your "one RRB-task" this month?

Jeanne - minutes, regional handbook, USRRC/Coker

Len – send invite to RMs to attend the Town Hall

Clarence – help Jeanne with regional handbook

Chuck - keep working on points

Sasha – work on SW Colorado

Rich – send info to Len about Town Hall

Meeting adjourned 9:30 CDT

Next meeting September 2, 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/>