

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 24, 2014

The Solo Events Board met by conference call September 24th. 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; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Recommended 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 Solo Events Board. Please send your comments via the form at www.soloeventsboard.com.

Street

#13367 Fix the Shock adjustment allowance

Change the first two sentences of 13.5.F to read as follows:

“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 bodywork.”

#14477 Tire Eligibility Proposal

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 is reverting the discontinued tire rule to its 2013 form.

In conjunction with the above, effective 1/1/2015 the Kumho W710 will be added to the exclusions lists for the SSR class (in Appendix A) and the SP category (in 15.3).

#14912 Repair Methods

Change the third paragraph of 13.1 to read:

“All repairs must comply with factory-authorized methods and procedures, *or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g. significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.*”

Street Prepared

#9947 Morgan Plus 4 Move to FSP Proposal

Remove from SSP and add to FSP:

CONTENTS

BOARD OF DIRECTORS	None
SOLO	1
SEB Minutes	1
CLUB RACING	13
CRB Minutes	None
Technical Bulletin	None
Court of Appeals	13
Time Trials Admin. Council	None
RALLY	15
RallyCross	15
Road Rally	16
LINKS	19

Morgan

+4 (2138cc, all)

#12542 Differential Bushing Proposal

Per the SEB, change Rule 15.8.D as follows:

“Differential mount bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.~~”

Also remove last two sentences of 15.2.D and the third and fourth sentences of 15.8.E.

Comment: This proposal brings these bushing requirements in line with the engine and transmission mount bushing requirements.

#13113 AWD Cars Move to ASP Comments

Delete the following listings in *ESP*:

Eagle

Talon Turbo (all) (1989-99)

Mitsubishi

Eclipse Turbo (1989-99)

Subaru

Impreza WRX (non-STI) (2002-07)

Delete the following listing in ASP under Subaru:

Impreza GT, WRX, WRX STI (2008-13)

Add the following listing in ASP:

Eagle and Mitubishi

Eclipse Turbo and Talon Turbo (1989-99)

And change the following line in ASP from:

Subaru

Impreza WRX STI (2004-07)

to:

Subaru

Impreza WRX *all incl. STI (2002-14), Legacy turbocharged (2004-2014), Forester XT (2004-2014)*

Street Modified

#12753 Eliminate 16.0.B & 16.0.C

The SMAC recommends the following change to 16.0.C:

“All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, ~~not sports car based~~).”

#13585 Engine Allowance Clarification

The SMAC recommends the following change to 16.1.D.1:

“1. Engine block (*or housings on rotary engines*) must be a production unit manufactured and badged the same as the original standard or optional engine for that model.”

#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.*"

Prepared

#9028 Independent Rear Suspension in XP Clarification

The following definitions are recommended for addition to Section 12:

Chassis – *A chassis is the minimal structure of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.*

Drivetrain – *The components that provide and transmit the forces of propulsion including the engine, clutch, transmission, driveshafts, differentials, axles, etc. Does not include wheels or spindles.*

Frame Rails – *An integral part of the chassis; frame rails are boxed, channeled, or tubular structural members of the car which may provide attachment points for one or more of the following: subframe/cross-member, body, suspension, and drivetrain. Frame rails are present in Unibody, Tub-based, and Tube Frame Cars.*

Roll Bar / Roll Cage – *A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar / cage structures may be used to provide additional chassis rigidity and attachment for suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.*

Shock/Strut Towers – *Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts, and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.*

Subframe/Cross-Member – *A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension and/or drivetrain components.*

Suspension – *Suspension is the system of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, half-shafts, etc.*

Suspension Mount – *Suspension mounts are components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/bearings, they do not move as the suspension travels in its range of motion. Subframes/Cross-Members are not suspension mounts.*

Trunk Area – *An area intended for the storage luggage or other items during normal street going usage.*

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle as originally equipped. If a transverse bulkhead / panel is located in this area, the bulkhead / panel defines the start of the trunk area. Vehicles equipped with a fold-down rear seat, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead / panel separating the passenger compartment from the front of the car.

For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead / panel.

Tub – *The assembly of panels which form the basic structure of the vehicle's passenger compartment.*

Tub-based (non-tube-frame) Car – *A non-tube-frame car has a standard tub or standard unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub or unibody by bolts and/or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.*

Tube Frame Car – *A car whose chassis is fabricated from a non-Standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steering, etc.) loads.*

Unibody (Unit-Body) – *A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.*

Note: related recommended changes to Section 17 are found in item #15048.

#15048 Prepared Recommended Section 17 Changes

The PAC has provided an updated version of their previously-published Section 17 changes, which are intended to accompany the additional definitions for Section 12 which are found elsewhere herein. The sections containing these changes are as follows:

“17. PREPARED CATEGORY

17.0.A. Intent

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based nonstreet-driven vehicle *which is of unibody or tub-based construction. Tube frame cars are allowed to compete, subject to the requirements of 17.11.* The SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.
2. Cars running in Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the US. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.
3. The SCCA® may also class suitable non-production full-bodied full-fendered strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. The SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.
4. *Within the scope of these rules, the terms “chassis” refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of “frameless” construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car. Within the scope of these rules, the definitions provided in Section 12 apply.*

17.1 AUTHORIZED MODIFICATIONS

The modifications defined here in the Prepared Category are the only allowed modifications. The rules in this section stand on their own; they do not build upon the Stock or Street Prepared Category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.

B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, and grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order

to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule. (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation *which will invoke Section 17.11 weight penalties*).

Refer to Appendix F for past clarifications of these rules.

17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.

A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.

B. Chassis, frame, or subframe may be reinforced provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening.

It is permitted to have jack points recessed into the rocker panels or to have one tube per side extending downward through the bottom of the door provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.

C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, *steering*, or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, *steering*, and drivetrain components through their entire range of travel. *Clearance between the modified chassis, frame or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6mm)*. Additional structure may be added in order to attach allowed components to the chassis. *Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Installation of "tubs" which replace sheetmetal inner fenders or wheel wells to enable wider wheels and tires are allowed.*

D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules and interpretation *will invoke Section 17.11 weight penalties*.

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. The driver/passenger compartment must remain separated from any exhaust and driveshaft 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 drivetrain components.

Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor.

Any material added to the firewall must be either steel or aluminum.

This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (203.2 mm) clearance is allowed between modified firewall areas and above listed

components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

...<no changes to sections 17.3 through 17.10>

17.11 OTHER

A. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in their respective Prepared classes. *Tube frame production cars and kit-cars specifically listed in Appendix A (i.e. Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of Production Vehicles (i.e. a Tube frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section.* Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars.

Member Advisories

General

SEB

The SEB will have an opening at the end of 2014. Members interested in the position are invited to submit their qualifications in writing via www.soloeventsboard.com

#15062 Helmets

Per 4.3.1, Snell 2000 helmets are considered compliant for 2015. Snell 2015 helmets will be considered compliant when they become available.

#15063 Awards

The SEB is seeking nominations for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards, and lists of past winners, may be found in Appendix V of the Solo Rules.

Street

#14979 SAC Proposed 2015 Moves

The SAC anticipates that the 2015 Corvette C7 Z06 and the 2015 Alfa Romeo 4C will be initially classed in Super Street sometime in early 2015 depending on availability. Going forward the SAC will continue to class cars of the highest performance in SS. The SAC does not anticipate adding cars to SSR in the 2015 and 2016 seasons. The SAC and SEB are committed to serving the membership's interest in SSR. Creating a stable environment for 2015 and 2016 should give members confidence they can compete without changes for at least two years.

Street Modified

SMAC

The SEB is requesting members interested in serving on the SMAC to submit their qualifications in writing via www.soloeventsboard.com

#11951 Engine Allowance Clarification

Replacement engines allowed by Section 16.1.D.1 are not required to be standard or optional engines for that model.

Kart

KAC

The SEB has approved the addition of Steve Ekstrand to the KAC.

Change Proposals

Street

#14615 997 GT3 Classing Proposal

The SAC is seeking member feedback on moving the Porsche 997 GT3 from SSR to the Street-R exclusion list effective 1/1/2016. The committee believes the car is not appropriate for the balance of competition in SSR at this time.

#14979 SAC Proposed 2016 Moves

The SEB and SAC are seeking member feedback on moving the non-Z06 C5 Corvette from BS to AS, effective 1/1/2016.

Other Items Reviewed

#12894, 14465, 14487, 14488, 14499, 14503, 14505, 14510, 14536, 14537, 14538, 14544 997 GT3 Move Proposals

Please see the response to letter #14615.

#14506 SSR Future Proposal

Please see the response to letter #14615.

#14685 370Z Move to BS Proposal

Please see item #13560 under Tech Bulletins.

#14691 Focus ST Move to DS Proposal

Please see item #13560 under Tech Bulletins.

#14741 Twins Move to DS Proposal

Please see item #13560 under Tech Bulletins.

#14755 Focus ST in GS Comments

Please see item #13560 under Tech Bulletins.

#14758 Heavy FWD Move to HS Proposal

Please see item #13560 under Tech Bulletins.

#14763 Corvette Classing Proposal

Please see item #13560 under Tech Bulletins, and items #14615 and #14979.

#14764 HS/GS Comments

Please see item #13560 under Tech Bulletins.

#14766 Corvette/Viper Classing Proposal

Please see item #13560 under Tech Bulletins, and items #14615 and #14979.

#14779 FWD Class Changes Proposal

Please see item #13560 under Tech Bulletins.

#14785 Class Changes for 2015 Proposal

Please see item #13560 under Tech Bulletins.

#14792 Cobalt SS Classing Proposal

Please see item #13560 under Tech Bulletins.

#14813 Car Classing Proposal

Please see item #13560 under Tech Bulletins.

#14826 BS Classing Proposal

Please see item #13560 under Tech Bulletins.

#14828 Fiesta and Focus ST Classing Proposal

Please see item #13560 under Tech Bulletins.

#14829 Street Classing Proposal

Please see item #13560 under Tech Bulletins.

#14833 370Z Classing Comments

Please see item #13560 under Tech Bulletins.

#14838 SS/AS Classing Proposal

Please see item #13560 under Tech Bulletins.

#14840 Corvette Classing Proposal

Please see item #13560 under Tech Bulletins.

Street Prepared

#14154, 14274, 14281, 14396, 14427, 14683 AWD Move to ASP Comments

Thank you for your comments. Please see item #13113.

#14155, 14179, 14197, 14229, 14231, 14232, 14233 WRX Move to ASP Comments

Thank you for your comments. Please see item #13113.

#14289, 14360, 14426 Live Axle Comments

Thank you for your comments. Per the October Fastrack the relevant changes have been recommended to the BOD.

Street Touring

#14823 Solid Drive Axle Allowance Comments

Thank you for your comments.

#14919 Vote against class combination with STS

Thank you for your comments.

Not Recommended

Street

#14786 Street Allowance Proposal

Thank you for your input. Further changes in the allowances of the Street category rules are not anticipated.

Prepared

#14851, 14857 GP Comments

These comments are addressed in the October Fasttrack: GP is consolidated into EP and DP by drivetrain effective January 1, 2015. The PAC thanks the member for the feedback.

Modified

#14842 Rotary Engine Weight Proposal

Thank you for your input. Different engine options come with various advantages and disadvantages. The MAC and the SEB do not feel that a turbocharged rotary is at a disadvantage in EM.

Handled Elsewhere

Prepared

#14209, 14430, 14581, 14585, 14682, 14687 DP/EP/GP Comments

These comments are addressed in the October FastTrack. The PAC thanks the members for their contribution and feedback.

#14903, 14905, 14909, 14911, 14915, 14921, 14931, 14933, 14935, 14942, 14944, 14960, 14964 GP Comments

The PAC notes the SEB has recommended proposal #12419 as a rule change for 2015 to the Board of Directors. The PAC thanks the members for their comments.

Tech Bulletins

Street

#13560 Street category 12-month reclassifications

The SAC recommends moving the following cars under the 12 month rule (3.2) for the long term betterment of the Street classes going forward.

Nissan GTR (2009-11) *from exclusion list to SS*. Change exclusion list years for the GTR to *(2012-15)*.

Mustang Boss 302 Laguna Seca (2012-13) *from SS to AS*

Boss 302 non-Laguna Seca *from AS to FS*

Morgan Plus 8 *from CS to AS*

Morgan Roadster V6 *new listing to AS*

Nissan 350Z and 370Z Nismo *from BS to AS*

Nissan 370Z *from CS to BS*

Porsche 968 *from CS to BS*

TVR V6 & 8 cyl *from CS to BS*

TVR V8 & V12 *from ES to BS*

Audi TT Quattro (AWD) (2008-14) *from DS to BS*

Audi TT (1.8T, non-Quattro FWD) (2000-06) *from GS to DS*

Audi TT (2.0T, non-Quattro FWD) (2008-12) *from GS to DS*

Mazda Mazdaspeed3 *from DS to GS*

The following listing clarification is provided in conjunction with the above reclassifications:

In class *DS*:

Audi TT Quattro (AWD) *(2000-06)*

The following is a list of *GS cars* that per SAC recommendation are *moving to HS* under the 12-month rule:

Acura

CL (V6)

Integra GS-R (1992-2001)

Legend

TL

Vigor

Alfa Romeo

164 (non-S) (1991-93)

1750 & 1750 GTV

GTV V6

Milano

Audi

200 Turbo quattro

5000 Turbo

A3 (FWD) (2006-13)

S4 (100 CS chassis) (1992-94)

BMW

2002

318i & 318is (1991)

318ti (1995-99)

Buick
 Reatta
Cadillac
 Catera
Chevrolet
 Camaro (V6) (1980-2002)
 Corvaire (4-cyl & Turbo)
Chrysler
 Cirrus (V6)
 Laser Turbo
 Sebring (V6)
Daewoo
 6-cyl
Dodge
 Avenger (V6)
 Daytona IROC R/T
 Daytona Turbo (NOC)
 Lancer Turbo
 Shadow (Turbo & V6, NOC)
 Spirit (4-cyl Turbo & V6)
 Stealth (non-turbo)
 Stratus (V6)
Eagle
 Talon Turbo (FWD)
Ford
 Contour (V6)
 Fiesta ST (2014)
 Five Hundred
 Fusion (6-cyl)
 Mustang (4-cyl Turbo & V6)(1979-93)
 Probe (all) (1993-97)
 Probe (4-cyl Turbo & V6) (1989-92)
 Tempo (V6)
 Thunderbird Turbo
Honda
 Accord (V6)
 Civic Si (1986-87, 2006-14)
 CRX Si
 Prelude VTEC (1993-96)
 Prelude (2.3L DOHC) (1992-96)
 Prelude (1997-2001)
Infiniti
 M30
Jaguar
 X-Type (2.5L) (2002-05)
Lexus
 ES 250
 ES 300
 GS 300

Lincoln
LS (V6)

Mazda
Mazda6 (V6) (2003-13)
Millenia S (Supercharged)
MX-6 (4-cyl) (1993-97)
MX-6 (V6 & 4-cyl Turbo)

Mercedes
280 (1995-2000)

Mercury
Capri (4-cyl Turbo & V6, US)
Cougar (V6)
Milan (6-cyl)
Montego
Mystique (V6)
Topaz (V6)

Mitsubishi
3000 GT (non-turbo)
Eclipse (2000-12)
Eclipse Turbo (FWD) (1989-99)

Nissan
200SX (4-cyl Turbo & V6)
240SX
300ZX (non-turbo) (1984-89)
Altima (2002-14)
Maxima (1992-2014)
NX2000 (1991-93)
Sentra (2.0L) (2000-01)
Sentra SE-R (1991-94, 2002-12)
Sentra SE-R Spec-V (2002-12)

Oldsmobile
Calais W41

Peugeot
405 Mi16 (1989-92)
505 (1979-91)

Plymouth
Acclaim (V6 & 4-cyl Turbo)
Sundance (V6 & 4-cyl Turbo)

Pontiac
Firebird (V6)
G5 GT (2.4L) (2007-08)
G8 (V6) (2008-09)

Saab
900 (V6) (1994-97)

Saturn
L series (6-cyl)

Subaru
SVX

Toyota

Camry (V6) (1992-2014)

Celica GT (1994-1999) Note: please change the GS listing to Celica GT (2000-2005)

Celica GT-S (1986-93)

Celica ST (1994-99)

Supra (1982-86)

Supra (1986½-92)

Volvo

C30

Volkswagen

Golf, GTI & Jetta (16v)

Passat (V6)

Scirocco (16v)

VR6 (FWD, NOC)

#14088 FRS RS 1.0 Classing Proposal

The SAC recommends a new listing in B-Street, as follows:

Toyota

FRS RS (2015)

#14535 Kia Rio Classing Proposal

The SAC recommends a new listing in H Street as follows:

Kia

Rio (2012-2015)

Note: Per the SAC, the earlier cars don't meet the requirements of 3.1.A.

Court of Appeals

Judgment of the Court of Appeals

Rodger Boguse vs. SOM, COA Ref. No. 14-09-CN

September 23, 2014

FACTS IN BRIEF

At the conclusion of the Group 2 Race at the Carl Mueller Double Divisional event held at Blackhawk Farms Raceway on June 29, 2014, Rodger Boguse (GT3, #59) arrived in impound and declared an intent to protest Ken Patterson (EP, #92) for on-track, car-to-car contact.

Assistant Chief Stewards (ACS) Fred Cummings, Operating, and Mike Beaumia, Steward of the Course (SOC), conducted an investigation and were of the opinion that the contact was "a racing incident." Both Mr. Boguse and Mr. Patterson were informed of this decision and both returned to the paddock. Mr. Boguse subsequently informed Chief Steward Bev Heilicher that he wanted to protest. He was told that the time limit for submission of a protest had expired. Mr. Boguse did not protest at the track. Mr. Patterson did not protest at the track.

Following a conversation with Mr. Boguse on July 2, 2014, JoAnne Jensen, Central Division Executive Steward, reviewed the situation with the officials involved. Ms. Jensen and Jim Averett, National Chairman of the Stewards, agreed that the stewards had erred and that the event should be re-opened to provide Mr. Boguse access to SCCA due process for the on-track car-to-car incident.

That process moved forward, and on August 5, 2014 the SOM, Mike Smith, Nonda Van Gulden and Douglas Tillman, Chairman, completed a hearing, which concluded that there was no clear evidence to determine who was at fault for the contact. The SOM, however, imposed a penalty of Reprimand against Mr. Boguse for his lack of familiarity with the 2014 GCR as specified in GCR 4.2.A.

Upon learning that the event had been re-opened, Mr. Patterson on August 3, 2014 submitted a protest against Mr. Boguse, citing 2014 GCR 2.1.7. (Acting in an unsportsmanlike manner) and 2.1.8. (Committing physical violence upon any other participant or spectator). Mr. Patterson alleged that at impound, while he and Mr. Boguse were engaged in debate over responsibility for the aforementioned on-track contact, Mr. Boguse continually used profanity and poked Mr. Patterson in the chest several times.

The SOM, Mike Smith, Nonda Van Gulden and Douglas Tillman, Chairman, held a hearing, and on August 19, 2014 upheld Mr. Patterson's protest and imposed a six (6) month suspension of Mr. Boguse's competition license followed by a three (3) race weekend probation.

Mr. Boguse is appealing the decision of the SOM in the Patterson protest.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Tom Hoffman, Jeffrey Niess and Rick Mitchell, Chairman, met by conference call on September 16 and 23, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Rodger Boguse received August 29, 2014.
2. Official Observers Report and related documents including written statements from multiple witnesses over various dates.
3. Timeline provided by JoAnne Jensen, received September 15, 2014.

FINDINGS

Mr. Boguse was not afforded due process at the event. The ACS investigation did not invalidate a protest by either party or the responsibility of the SOM to judge timeliness as required by 2014 GCR 8.3.1.F. The Executive Steward of Central Division, with the approval of the Chairman of the Stewards, was correct to afford relief for Mr. Boguse so that he could have access to the due process provided by the SCCA. That process reached its conclusion without appeal.

The COA finds that unlike Mr. Boguse, Mr. Patterson had sufficient awareness and was not denied the opportunity at the track to engage in due process regarding his concern for the alleged behavior of Mr. Boguse. The decision to accept and move forward

with Mr. Patterson's protest of August 3, 2014 was ill advised.

DECISION

Regarding the protest by Mr. Patterson, the SCCA Court of Appeals overturns the decision of the SOM in its entirety. The penalties and any penalty points imposed on Mr. Boguse in this matter shall be removed. Mr. Boguse's appeal fee will be returned less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS

Michal P. Karpinski vs. SOM - COA Ref. No. 14-10B-NP

September 29, 2014

FACTS IN BRIEF

On May 25, 2014, Michal Karpinski competed in GTL in the U.S. Majors Tour Sprint Race at Pacific Raceways. Mr. Karpinski's car was found non-compliant in post-race impound with 2014 GCR 9.1.2.F.3.b. (Fuel Cells) and 9.1.2.F.3.c. (Windows). Assistant Chief Steward Lauri Burkons wrote a Chief Stewards Action (CSA) assigning a penalty of Disqualification. Mr. Karpinski did not protest the penalty and left the track before the end of the event. Series Chief Steward R.J. Gordy amended the penalty before the end of the event to "Did Not Finish (DNF) for this race and Loss of Accrued Series Points". Mr. Karpinski was notified of the modified penalty via U.S. Postal Service in early June. He filed an appeal of the new penalty on September 3, 2014.

Mr. Karpinski did not have an opportunity to protest the amended penalty at the event, so a new Steward of the Meeting (SOM) committee was convened to hear his protest. The SOM, David Franks, Steve Archer, and Spencer Gorham, Chairman, found that the Series Chief Steward did not have the authority to assess the penalty of Loss of Accrued Series Points. They upheld the protest, overturned the amended CSA and assessed a penalty of Disqualification and loss of event points for the non-compliant vehicle. Mr. Karpinski is appealing the severity of the SOM's penalty.

DATES OF THE COURT

The SCCA Court of Appeals (COA) A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met on September 29, 2014 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from Michal Karpinski, received September 29, 2014.
2. Official Observers Report and related documents received September 3, 2014.
3. Protest and related documents received September 29, 2014.

FINDINGS

Each competitor, when he or she signs the entry form acknowledges the authority of the GCR and declares that the entered car complies with the provisions of the GCR. This language is required by 2014 GCR AppB1.4.4.D. Mr. Karpinski's car was found not in compliance with the GTL category specifications in post-race impound.

Mr. Karpinski is seeking to have event points restored. He accepted the original penalty of Disqualification by CSA without protest. When the CSA was amended and then overturned by the SOM, the SOM assigned a penalty of Disqualification, effectively returning to the penalty originally assessed. They also cited Loss of Event Points as a secondary penalty although per 2014 GCR 7.2.H. when a driver is Disqualified, rights to awards (including position points) in the competition are automatically forfeited.

The COA finds that there is agreement that Mr. Karpinski's car did not conform to the GCR when it was presented to post-race impound. The penalty of Disqualification assessed is within the authority of the SOM. Four (4) Penalty Points were assessed against Mr. Karpinski's competition license. Penalty Points are automatically assessed for SOM penalties per 2014 GCR 7.4.A.1-10. and are not discretionary.

Mr. Karpinski further claims that non-compliance with Fuel Cell and Window Clips in GTL do not pose a competitive advantage. 2014 GCR 8.3.3. states, in part, "A claim that non-compliant item(s) offer no performance advantage has no influence on any ruling." The COA is, therefore, not sympathetic to this argument.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Karpinski's appeal fee, less the administrative fee retained by SCCA, shall be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | October 8, 2014

The RallyCross Board (RXB) met via conference call on October 8. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were 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 no incident reports have been submitted to the Safety Committee. One incident report from the Great Lakes Division National Challenge has been submitted to the National office and will be forwarded to the Safety Committee and RXB as soon as possible. Incident reports from the RallyCross National Championship are currently in process.
- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that the Rules Committee has completed work on the change proposals to 2015 RallyCross Rules. He will distribute those change proposals to the RXB as soon as possible for review and preparation for a vote at the RXB meeting in November.

Lightfoot requested replacements for two Rules Committee members for 2015. Anyone interested can email the RXB at rxb@scca.com.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported that the Divisional RallyCross Stewards (DRXS) meeting included discussions of the RallyCross National Championship event and recent National Challenge events. Also discussed were problems with National Challenge registration and possible solutions.

Two Divisional RallyCross Stewards will be replaced at yearend. The RXB discussed replacements for those stewards. (Names withheld pending BOD approval.)

Motion: Recommend to the BOD two individuals as Divisional RallyCross Steward replacements. Hyatt/Foley. PASSED 6-0.

New Business

- 2014 RallyCross National Championship review: The post-event review of the National Championship event focused on the areas that worked during the event and those that need to be improved. The large amount of rain received in the couple of weeks leading up to the event had a significant impact on course conditions. Although it was an uncontrollable factor the RXB recognizes the need to be prepared for such eventualities. Areas of improvement for the event overall include, but are not limited to, course design and maintenance, operational efficiency, pre-event preparations, schedule, grid procedures, debeat policy, and radio protocol. The RXB will begin immediately to address these issues and organize for a successful 2015 RallyCross National Championship by first addressing the fundamental questions of where it will be, who will organize it, and who will be the Chief Steward.
- 2015 RXB membership: Several RXB members are reaching the end of their six-year terms and will need to be replaced soon. Hyatt requested that postings for interested applicants be posted on the forums and the RallyCross Facebook page. Lightfoot suggested that geographic diversity be a strong consideration in any replacements. Also within the RXB, Elliott is stepping aside as Assistant Chairman and will be replaced by Lightfoot in that position. Foley will be assuming the position of DRXS liaison while Hyatt becomes the liaison to the Safety Committee.

Next meeting: November 5, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes September 16, 2014

The RoadRally Board met by conference call on Sept 16, 2014; meeting called to order by Rich Bireta at 7:30 pm CDT.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, Deena Rowland from the National Office, and BOD Liaisons Tere Pulliam and Peter Zekert. Also in attendance: National Events Committee members Mike Thompson, Richard Wetzel, and (former member) Jay Nemeth-Johannes.

The August minutes were approved.

Front Burner Items:

1. 2015 Rules Changes (Chuck)
 - a. Final vote on proposed 2015 Rules changes. Motion: Accept the April 2 proposal (Chuck/Rich/fail). Discussion: both April and May proposals are the same except that the April proposal keeps Tour and Course Series Championships separate, while the May proposals combines them into one series; both change from experience-based classes back to equipment-based classes; both place a limit on the number of rallies that can count towards the championship. Votes: Chuck - yes, Clarence - no, Jeanne - no, Rich - yes. Rich wants to vote on this again at our October meeting, when Sasha and Len are both present.
2. Town Hall Meeting Review (All, including NEC)
 - a. Comments and observations from RRB and NEC members on town hall meetings. Clarence thought that our expectations were too high; Rich agreed that his expectations of attendance and participation was too high; Chuck and Jeanne also agreed.
 - b. Should we continue having such meetings? How many per year? When? Yes, we should continue to have them. Clarence suggested that rather than schedule them on a particular schedule, e.g. quarterly, that they be held when we have a big change to discuss/propose.
3. (NEC members excused, but welcome to stay)
4. August RRB Action items

a) Toolbox reorganization verification (Len)	Done	
b) Toolbox web site links broken (Deena)		?
Deena has not been in the office to work on this		
c) Write Town Hall invitation for Len (Rich)		Done
d) Invite rallymasters to Town Hall (Len)		Done
e) Draft Regional Rule Book (Jeanne)	Open	
Still working on it, no further progress yet		
f) Assist Jeanne with Regional Rule Book (Clarence)	Open	
g) Complete August minutes for RReNews, BOD Minutes (Jeanne)		Done
h) Bring 2014 points up to date (Chuck)		Open?
Points were posted at the La Crosse rallies, and La Crosse results have been updated; updated results will be submitted to Deena (for update to SCCA website) and Cheryl (for RReNews) by October 1		
i) Power 2014 points status to scca.com (Deena)		Open
j) Contact SW Colorado - interest in new program (Sasha)		Open
k) Publish revision to RFOs (Rich)		Open
l) Announce new RFO to community (Rich)	Open	
m) 2013 Awards distribution (Chuck, Bruce Gezon)		Open
Bruce has the year-end results, and is working on getting the awards		
5. RReNewsletter
 - a. Cheryl published an August/Sept issue. Rich said that Cheryl would like comments and submissions.
6. Coker Tire Run (Jeanne)
 - a. Status - we still have only 8 SCCA teams entered, which is very disappointing.
7. New Business / Open Forum
 - a. Road Rally Majors Series (See Drop Box).

Clarence said that one of his members asked why we don't have a 'conference' structure similar to the racing 'Majors' series.

Meeting unexpectedly adjourned at 8:41 CDT (phone connection ended).

Next meeting October 7, 2014, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

**Sports Car Club of America
RoadRally Board Minutes
October 7, 2014**

The RoadRally Board met by conference call on October 7, 2014; meeting called to order by Rich Bireta at 7:31 pm CDT.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, Sasha Lanz, and Len Picton, and BOD Liaison Tere Pulliam.

The September minutes were approved (Chuck/Sasha/pass), noting that they were not in the September FasTrack because of our meeting date change. Also, Rich apologized for mistakenly only scheduling the meeting for one hour.

Front Burner Items:

1. Town Hall Meeting Follow up
 - a. Tiered membership idea:
During the first Town Hall several people mentioned the cost of SCCA membership as a deterrent to joining SCCA, that the value is not worth the cost; the BOD is looking at ways to encourage membership. Tere asked if the tiered membership would be for regulars or one timers; Sasha and Jeanne both said that there are regulars who currently would rather pay an extra event fee than join, but would likely join at a reduced membership rate; Sasha said that one of his people dropped her membership because she'd rather use the money to buy gas to write rallies. Rich asked Tere where this is on the BOD radar; she said that the upcoming Nov and Dec meetings are where everything is done, if we have any proposals, they need to be submitted by Oct 14. Clarence said that some marque clubs have a regional only dues option; Jeanne suggested that if we do that, then those members are not eligible for any National championship; Rich summarized that a regional dues membership would have no national dues or perks; Clarence said that this is an issue across all legacy sports – rally, rallycross, solo. Len thought that such a program would result in a net loss of members to SCCA, but Clarence said that he is more interested in getting current non-members into an active membership where he can recruit them into organizing positions. Rich will write a letter to the BOD suggesting this type of membership.
2. August RRB Action items
 - a) Toolbox web site links broken (Deena) Open
(Deena currently on vacation)
 - b) Draft Regional Rule Book (Jeanne) Open
Promised to have something by next month
 - c) Assist Jeanne with Regional Rule Book (Clarence) Open
 - d) Bring 2014 points up to date (Chuck) Open
Behind, due to family, will get back on track and have results by 10/31 to Deena and to Cheryl, and will also take printouts to the California events
 - e) Post 2014 points status to scca.com (Deena) Open
 - f) Contact SW Colorado – interest in new program (Sasha) Open
Contacted the woman, gave her suggestions, has not heard back but assumes she did something very simple; Clarence is also working with someone from SW Colorado
 - g) 2013 Awards distribution (Chuck, Bruce Gezon) Open
Bruce sent an email that the awards are backordered, and not expected to be mailed until late November
3. RReNewsletter
 - a. Cheryl published a Sept issue. Nicely done, again! Cheryl still wants feedback, comments and such.
4. Coker Tire Run (Jeanne)

- a. After action report
Very disappointing that we had only 8 cars; the event was pretty well received; if we do this again, some things need to be done differently, e.g. better clarity for TAs, better information on mileages and timing (rounding vs truncating), speeds
 - b. Continue in 2015? As USRRC? As National?
More discussion needed; Clarence that we need to get new people, we had two new teams this year
 - c. Necessary elements to continue? Chairperson and publicity chair.
Chairperson and publicity chair are needed now; Rich said that if we can't find someone to work on this, now, especially publicity to make it happen, it won't happen. Jeanne said she is willing to be the chairperson IF we can get a publicity person; try to get Chattanooga Region to help, and perhaps Tennessee, Tennessee Valley, Atlanta.
Rich expressed appreciation on behalf of the Road Rally community to Jeanne for her efforts as Liaison in getting it done.
5. Road Rally Safety Steward, same as rallymaster?
- a. Gary Patrick wrote a letter saying that not allowing the rallymaster to be the safety steward for his own event is an inhibitor to getting events going.
 - b. Allow as exception, experiment? Blanket approval?
Chuck said that although there was a time in the past when this was allowed, he agrees that requiring a different person as the safety steward is a good thing to do; Jeanne concurred, saying that there needs to be a separate pair of eyes. Jeanne and Chuck agreed it should not be allowed as an exception, experiment, or blanket approval. Clarence said that we need to simplify process to get a SS license; Sasha said that at a solo event in his division, he asked the solo safety steward if he would be willing to be trained as a road rally SS, and it worked. Rich summarized: Chuck and Jeanne - no exceptions, Clarence - make it easier to get SS license, Sasha - suggests cross-training, Len - allow one exemption. Rich also forwarded a note from Howard Duncan with his comments about this. More next month.
6. 2014 Championship Points Release (Chuck)
- a. Released? Need to update scca.com web site - see 2.d and e above
7. Final vote on 2015 Rules Changes.
- a. We tied last month. Revisit issue with Len and Sasha on call.
Motion continued from last month: Approve the April proposal for 2015 rules, i.e. to retain separate Course and Tour Series (Chuck/Rich/pass). Chuck - Rich sent him a proposal (retaining separate Course and Tour for upper echelon, combine for Sportsman) as a compromise, but Chuck thinks it will not work; suggestion withdrawn. Chuck reminded us that it will be a 100 point championship for all, except 50 pts for Sportsman. Vote: Jeanne - no, Clarence - no, Rich - yes, Chuck - yes, Len - yes, Sasha - yes
8. New Business / Open Forum
- a. Road Rally Majors Series (See Drop Box).
Clarence said that one of the people in his region who races wonders why we don't have a 'Majors' system, like racers do. Rich said that it's posted in Dropbox (as Road Rally Majors program); it works something like a divisional series, events are close to home, meant to take regions that have started programs to give them auspices to run to, use Regional rules (not RRRs), combined series, try to get 5 events per conference, targeted to beginners, classes and awards up to local regions. Rich would like to kick off this program next year on a trial basis. Read the proposal in Dropbox, approval next month.
 - b. Sasha has designed a new audit form, cleaning it up and fixing things, and changing some of the fees and definitions; the first page has the 'fill in the blanks' parts, the second page has the details and explanations.
 - c. Chuck said that Clyde Heckler as agreed to serve on the NEC representing the East coast and replacing Jay Nemeth-Johannes who resigned last month. Motion (Chuck/Rich/pass): To appoint Clyde Heckler to the National Events Committee.
9. What is your one RRB task this month? No list this month (we are running out of time).
10. Items for October
- a. 2015 RRRs - Definition and restrictions on Social Rallies need to be added.
 - b. Should we change from using Drop Box to using Google docs?

Meeting adjourned at 9:30 CDT when phone cut off.

Next meeting November 4, 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/>