

BOARD OF DIRECTORS

The SCCA National Board of Directors met at the SCCA National Office on Friday, October 31 through Saturday, November 1, 2014. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, and Peter Zekert. Brian McCarthy participated on Friday via conference call.

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

The following guests participated: Jim Wheeler, CRB Chairman and Steve Hudson, SEB Chairman. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Patullo.

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EXECUTIVE REPORT: Lisa Noble, President provided the Board an overview of activities since the BoD meeting in July. Staff has been working on some key focus areas related to growing membership and participation. The Starting Line program in Solo has transitioned from pilot to a fully functioning program designed to attract new members with a low barrier to entry. Track Night In America (TNIA) is a new initiative kicking off in 2015 as a High Performance Driving Experience for novice/intermediate/advance competitors. TNIA is also targeted towards engaging new members with a low barrier to entry.

Staff is working to revitalize the SCCA website to better embrace social media, improve the member experience and provide SCCA a competitive advantage in the marketplace. SCCA issued an RFP and selected a vendor to work with us in this effort. We are targeting Q1 for roll out.

SCCA Cares Program is designed to be community and member outreach through STEM (Science, Technology Engineering, Math) education programs and other initiatives. Current programs under this banner are: Street Survival schools, Formula SAE, Scholarship programs, and a Kids Club.

FINANCE REPORT: Rick Ehret, Vice President Finance reported on financial results to date. We are plus/minus 2-3 percent on revenue and operating expenses compared to budget. Membership and sanction fees are up, sponsorship slightly below budgeted amount. Variances to budget are well understood and all excursions actively being addressed. SCCA Pro Racing is slightly below budget but BOD was reminded that even at break-even, Pro Racing generates significant income for SCCA Inc. SCCA Enterprises will show a significant turn around and profitability in 2014, due to better parts pricing and the successful launch of Gen 3. Preliminary operating budgets are being prepared for 2015. Growing membership, implementing new products for Region growth and controlling program costs are key.

CLUB RACING REPORT: Terry Ozment, Vice President Club Racing presented a program overview and summary on Runoffs status and locations for future years. She presented a brief recap of the 2014 Runoffs. A detailed financial & event report on the event will be presented to the BoD in December.

The Runoffs at Mazda Raceway Laguna Seca re-energized the West Coast drivers. 60% of the event's competitors came from the Western Conference and there were 191 drivers competing at the Runoffs for the first time. There were a total of 400 workers and a higher percentage of 1 and 2 day workers than we typically see at the Runoffs.

Work is underway on the 2015 Daytona Runoffs. Building supps and lists of officials are now being created. A Daytona representative attended the Runoffs at MRLS to better understand what the event entails in preparation for 2015. There is still discussion and negotiation on Runoffs locations for 2017-18 and the plan is to announce plans at the SCCA National Convention in Charlotte in February.

Ozment will be revising the Tow Fund proposal for BOD approval at the December BoD meeting.

Discussion about the Divisional Runoffs qualification plans and Divisional qualifier races for Runoffs 2015 is underway. The BoD instructed Club Racing that the Divisional requirements on path to Runoffs (4 event participation and Top 3/Top 5 (SM, SRF) will be same as it was for 2014. Divisions that had to cancel events last year impacting the number of Divisional qualifier races need to consider accepting out of Division Races to enable their members to qualify on that plan.

SOLO EVENTS BOARD REPORT: Steve Hudson, SEB Chairman presented the recommended rules changes and class adjustments for 2015.

MOTION: Accept SEB rules package as presented effective 1/1/15. Hanushek/Lindstrand. PASSED Unanimous.

Hudson presented an overview of changes in Street participation at Solo Nationals. There was much discussion over the changes to Street last year. Street tire participation has increased to over 300 entrants in 2014 as a result of the change.

A member of the SEB is timing out the end of 2014, the SEB will make a recommendation to the Board at their December meeting. Hudson has served as chair for 4 years and will recommend a new chair in 2015.

CLUB RACING BOARD REPORT: Jim Wheeler, CRB Chairman presented the CRB recommended rules changes for 2015.

MOTION: Approve CRB rules package as recommended with the exception of letter #14645 (Cooling fans in FF/FC) and #14731 (FV alternate Rods), effective 1/1/15. Harris/Butler. PASSED Unanimous.

Letter #14645 restricting FF/FC cooling fans is withdrawn.

MOTION: Approve Letter #14731 (FV Alternate Rods) as recommended by CRB, effective 1/1/15. Butler/Langlotz. PASSED 11-0-2 Abstain- McCarthy & Zekert.

BoD discussed Spec Miata Runoffs compliance issues.

MOTION: BoD directs SCCA Staff and CRB to jointly develop with Mazda and NASA a rules set and a timeline to address Miata engine preparation. This may include recommendations around protest, appeals and teardown in the GCR for Spec Miata. Hanushek/Lindstrand. PASSED Unanimous

Recommendations will be presented to the BoD at their December meeting.

SRF3 Background discussion

SCCA Enterprises has made incremental updates over the years to improve specific SRF components as they were shown to need attention, or when parts became hard to source. One of the key changes coming up is end-of-supply and sustainability of the current 1.9L Roush Ford engine. Enterprises has developed a modern 1.6L Ford engine bolt-in replacement package and developed a 3 year transition plan to move the SRF community to the new engine package. The transition plan has been presented to and PASSED by the SCCA Inc. BoD. The SRF community is in support of the plan as presented as well. The SRF3 transition plan is similar to the transition that moved the original Sports Renault engine to the Roush Ford SRF in the early 90's

To date there are over 319 Gen 3 update packages reserved with deposits, and 4 new from scratch cars ordered. Enterprises is shipping 13 update packages and 1 new car per month with delivery dates are currently booked into mid-2016. There are expected to be approximately 175 SRF3s on the ground and running by late spring 2015.

BoD agreed to vote on listing SRF3 in GCR as Runoffs eligible class at December BoD meeting with the above PASSED rules package using a 3 year dual class procedure as was done with the last engine update.

Should that BoD vote pass; SRF/ SRF3 Runoffs Qualification Criteria would include the following: Drivers wanting to qualify for both SRF and SRF3 to the Runoffs will have to enter enough races/events in both classes to qualify. Drivers planning on separate qualifying for SRF and SRF3 do so at their own risk. There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs.

MOTION: Approve July 2014 BoD minutes. Helman/Kephart. PASSED Unanimous.

MOTION: Approve Jim Averett as Chairman of the Stewards for 2015. Harris/Zekert. PASSED Unanimous.

It was agreed by the Board to defer all Executive Steward appointments to their December meeting.

MOTION: Approve Mike Jiang as Divisional Rally Cross Steward for SW Division. Pulliam/McCarthy. PASSED Unanimous

Patullo presented a motion to adjust acceptable performance level for cars in Club Racing Experience events. After successfully conducted CRE events for 2 years it has become apparent that many of the cars and drivers that are our largest target market, current track day participants, exceed the current performance cap set by the BoD at ITA/SM performance levels.

For reference, the following was PASSED by the BOD and published in the January 2013 Fastrack:

Vehicles are intended to be production based vehicles with a performance level equal or less than normal in Club Racing classes Spec Miata or Improved Touring A. Spec Racer Fords may also be included.

MOTION: To change the performance cap of "Spec Miata or Improved Touring A" to be "Improved Touring R, E Production, Grand Touring 3 or Touring 3" effective 1/1/15. Patullo/Zekert. PASSED Unanimous.

General BoD Discussion over liaison reporting and value of liaison activities. BoD can help provide guidance to program boards and push (uplevel) program boards to strategic directions vs day-to-day tactical. Harris presented a liaison report on SCCA Enterprises.

The BoD reviewed end of the year responsibilities including program board appointments and approvals for award recipients for their December meeting.

BUDGET AND FINANCE COMMITTEE REPORT: Michael Lewis, Chairman of the Budget and Finance Committee addressed budget preparation. Preparing and meeting budget continues to be a struggle particularly around estimating the budgets for sanction fees vs number of races and events in Club Racing. Lewis advocates that SCCA look at a simplified way of charging and budgeting to provide for more accurate budgeting. The BoD asked SCCA Staff to analyze options and present recommendations to the BoD in December

PLANNING COMMITTEE REPORT: Bill Kephart, Chairman of the Planning Committee lead discussion on the need for members of the BoD to shift operation from a tactical level to a strategic level. The Board engaged in discussion around SCCA Inc governance models. Issues are the yearly rotation of BoD members (1-4 new BoD members per year) and the lack of requirements in the nomination process. Filling positions based on skillset would greatly enhance the stability and overall direction of the organization.

There was also discussion that while SCCA is a club it must be run with a sound business approach to stay financially viable. The BoD discussed possible changes to SCCA Inc BoD governance model was deferred to Executive session and no action was taken.

Michael Lewis lead discussion on the Concord agreement. The plan is designed to structure what the highest level of Club racing will look like in the future. This is Majors and Runoffs and does not impact what cars and classes can be run at Regionals. Drivers prefer single class (or fewer class) racing. Racing should also provide for credible competition in these events. The plan should provide rules stability to begin, then clear roadmaps for cars/classes to reach an end goal over several years.

MOTION: to rename the Concord Agreement the **Majors Class Accord**. Harris/Helman. For: Patullo, Walsh, Butler, Kephart, Lewis, Lindstrand, Helman, Pulliam, Harris. Against Hanushek, Langlotz, Zekert PASSED: 9-3

MOTION: Instruct CRB to administer a 10-year Class management program that contains the following elements:

1. Immediately institute a 3 year stability period for all classes during which no new classes will be considered. Note that an exception will be made for SRF3 due to timing.
2. Undertake a 6 month study to determine a 14-16 class Majors (national) club racing structure to be fully achieved by 2025.
3. Based on 2025 class structure, establish category – based committees populated with subject matter experts. These committees to specify best path for current classes to arrive at 2025 targets. The process to be complete within 12 months of program start.
4. Based on category committee results and internal deliberation, establish and administer a phased approach to reach 2025 class configuration in year 4 through 10 of the program.

Lewis/Kephart. For: Patullo, Walsh, Butler, Kephart, Lewis, Lindstrand, Helman, Pulliam, Harris. Against Hanushek, Langlotz, Zekert PASSED 9-3.

Chairman Walsh appointed a committee of BoD and subject matter experts to review current SCCA medical requirements including the review process. The committee reported back and requested BoD guidance on next steps. Desire is to simplify the process for competitors while minimizing risk to the Club. The BoD requested the committee to submit a proposal at the December meeting with supporting GCR language after consulting Risk Management.

Walsh is initiating a comprehensive review of the Operations Manual to reflect new practices and technologies. A full review will be presented at the December BoD meeting. A list of recommended items to review was presented. BoD addressed Section 4.2, Section 5.4.1, and TTAC and deferred additional discussions on Ops manual to December.

MOTION: Delete section B.4.2 National Office Staff Organization in its entirety. Walsh/Zekert. PASSED Unanimous

Discussion on Section 5.4.1 - Remove references to "national" racing and add language that specifies the process of appointing Majors Series Chief Stewards. *Currently this is delegated to Club Racing staff in consultation with Chief of Execs. Discussion to include the Area Directors of the Majors Conference into the loop.*

MOTION: GCR Section 3.1.1.D.2 add "and the Area Director(s) of the Conference". 3.1.1.D.2 should read: Series Chief Steward. The Series Chief Stewards (SCS) are appointed by the Director of Club Racing with the advice of the Chairman of the Stewards Program **and the Area Directors of the Conference**. There is one SCS for each conference. Zekert/Langlotz. PASSED 11-1. Against- Patullo

Discussion on Majors race format.

MOTION: - GCR Section 3.1.1.F.2 Section 1 modify to read: *Some non-Runoffs-eligible classes may be included in US Majors Tour Championship events, as a restricted regional, but only if the number of entries for the previous years' event was less than 100 cars.* Delete Section 2 "For 2015 and beyond..." in its entirety. Zekert/Kephart. PASSED 11-0-1 Abstain- Patullo.

Motion: Adjourn meeting. Zekert/Langlotz-. Approved Unanimous.

APPROVED SEB RECOMMENDED RULE CHANGES Effective 1/1/2015

General

ITEM 1) Section 4.9 CONFLICT OF INTEREST (page 44)

Delete from the first sentence:

No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid ~~(which does not include a bicycle)~~ traveling at normal walking speed to accomplish the requirements of section 6.3.

Comment: The Chief Steward should be allowed to determine the best aid for a physically disabled person to become familiar with the course. The requirement, "traveling at normal walking speed," is still required.

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ITEM 2) (#12046) Section 7.9.1 PENALTIES, Course Markers (Pylons) (page 56)

Change the 2nd sentence:

The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible, ~~and this inner edge will be the penalty limit.~~ If the pylon is upset or totally displaced outside the ~~penalty limit line~~, two seconds will be assessed.

Comment: This returns the cone penalty rule to the commonly understood method of 'no penalty if it is upright and touching any part of the box.'

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ITEM 3) (#9028) Section 12 AUTOMOBILE DEFINITIONS (page 66)

Add:

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

Drivetrain – The combination of components that provide the force that allows the car to move including the engine, clutch, transmission, driveshaft(s), differential(s), axles, etc. This 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 of the vehicle. 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 or drive train components.

Suspension – Suspension is the combination 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, halfshafts, 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. Subframe/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.

For 2-seat vehicles, this is defined by the vertical plane of the front seats of the vehicle. 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 sea, 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 Car (non-tube-frame) – A non-tube-frame car has a standard tub or unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub/unibody by bolts 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.

- Prepared Category Section 17.0.A INTENT (page 113)

Add after the 1st sentence:

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle *which is of unibody or tub-based construction. Tube frame cars are allowed, subject to the requirements of 17.11.*

Change section 17.0.A.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~~ *the definitions provided in Section 12 apply.*

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ITEM 4) (#14007) Appendix I SOUND MEASUREMENT PROCEDURES AT SCCA® NATIONAL SOLO® EVENTS (page295)

Change the 3rd paragraph:

If a *driver in a* vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.)

If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed ~~a “second chance” for the~~ *to take his/her* next scheduled run. If the driver declines any “repair action” or the “repair” is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate “repair action” is completed before the next scheduled run). If the *driver in the* vehicle exceeds 100 dBA again on ~~the “second chance” run,~~ *the driver will be allowed another attempt as before to reduce the sound level any subsequent run, that run will be scored a DNF.*

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Safety

ITEM 5) (#12872) Section 2.2.O COURSE, Course Safety and Layout Rules (page 31)

Change the 1st sentence:

At any Solo® event where Formula Junior (FJ) uses the same course layout as all other classes: For any heat in which FJ is in competition, no car in the ~~grid~~ *vicinity of the FJ grid or the course* may be in motion under its own power when any FJ kart is moving under its own power.

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Street Category

ITEM 6) (14912) Street Category section 13.1 AUTHORIZED MODIFICATIONS (page 70)

Add to the 3rd paragraph:

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.*

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ITEM 7) (#12993) Street Category section 13.2.E BODYWORK (page 70)

Add:

Alternate shift knobs *or paddles* are allowed.

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ITEM 8) (#14477) Street Category section 13.3.B.5 TIRES (page 72)

Change:

~~Discontinued Models: A tire model which was previously allowed continues to be compliant until the end of the calendar year following the year in which it fails to meet Sections 13.3.B.1, 13.3.B.2, or 13.3.B.3. For example, if a tire model falls below the required 4 rim diameters in June 2014, the tire model retains eligibility until 12/31/2015. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.~~

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ITEM 9) (#12693) Street Category section 13.4.A, WHEELS (page 73)

Change:

It is the same width as standard and as installed it does not have an offset more than from ~~$\pm\frac{1}{4}$ " (± 6.35 mm)~~ ± 7.00 mm (± 0.275 ") from a standard wheel for the car.

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ITEM 10) (#13367) Street Category section 13.5.F. SHOCK ABSORBERS (page 74)

Change the 1st two sentences:

A hole may be added to ~~an~~ interior body ~~panel~~ *panels, the engine compartment, trunk, and/or a strut bar* to provide access to the adjustment mechanism on ~~an-allowed~~ a shock absorber. The hole may serve no other purpose and may not be added through ~~either~~ the exterior bodywork ~~or a strut bar~~.

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Street Touring® Category

ITEM 11) (#12063) Street Touring® Category 14.8.G.5 SUSPENSION (page 83)

Change:

~~The lower arms may not be altered, except as permitted under Section 14.8.B, or relocated. Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded on part of a subframe to accommodate the installation be replaced or modified and the lower pickup points on the rear axle housing may be relocated.~~

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ITEM 12) (#12449) Street Touring® Category section 14.10.A, ENGINE AND DRIVETRAIN (page 85)

Add:

Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.

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ITEM 13) (#11982) Street Touring® Category section 14.10.F, ENGINE AND DRIVETRAIN (page 86)

Change the first sentence:

The engine management system parameters and operation *of internal combustion engines* may be modified only via the methods listed below.

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ITEM 15) (#12680) Appendix A, Street Touring® Category (page 194)

Move the Nissan 240SX from class STC to STX.

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ITEM 16) (#12465) Appendix A, Street Touring® Category (page 194)

Move all cars in class STC to STS.

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Street Prepared

ITEM 17) (#12392) Street Prepared section 15.6.A BRAKES (page 95)

Add:

One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.

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ITEM 18 (#12542) Street Prepared sections 15.2.D BODYWORK, 15.8.D, and 15.8.E, SUSPENSION (pages 92 and 97)

Delete:

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.

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ITEM 19 (#14101) Street Prepared section 15.8.I.5 SUSPENSION (page 98)

Change:

The lower arms may not be altered, except as permitted under Section 15.8.C, or relocated be replaced or modified and the lower pickup points on the rear axle housing may be relocated.

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ITEM 20 (#9947) Appendix A, Street Prepared Category (page 199)

Move the Morgan +4 (2138 cc) from class SSP to FSP:

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ITEM 21 (#13113) Appendix A, Street Prepared Category (page 199)

Delete in ESP:

~~Eagle Talon Turbo (all) (1989-99)~~

~~Mitsubishi Eclipse Turbo (1989-99)~~

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

Delete in ASP:

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

Add in ASP:

Mitsubishi and Eagle

Eclipse Turbo and Talon Turbo (1989-99)

Change in ASP:

Subaru

Impreza WRX STI (2004-07) all incl. STI (2002-14), Legacy turbocharged (2004-14), Forester XT (2004-14)

Street Modified Category

ITEM 23 (#12753) Street Modified Category section 16 (page 105)

Delete from 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).

Comment: This removes subjective words from the eligibility requirements from SM and makes it clear that Appendix A controls vehicle eligibility in classes for the category.

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ITEM 24 (#13898) Street Modified section 16.0.C.1 VEHICLE ELIGIBILITY (page 105)

Add:

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.

- Appendix A, Street Modified Category, Street Modified Class (SM), ELIGIBLE VEHICLES (page 211)

Add:

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.

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ITEM 25 (#9677) Street Modified section 16.0.C.1 VEHICLE ELIGIBILITY (page 105)

Add:

Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation)."

- Appendix A, Street Modified Category, Street Modified Class (SM), ELIGIBLE VEHICLES (page 211)

Add:

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).

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ITEM 26 (#13585) Street Modified Category 16.1.D.1 ALLOWED MODIFICATIONS (page 106)

Add:

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.

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Prepared Category

ITEM 27 Prepared Category section 17.1.B AUTHORIZED MODIFICATIONS (page 114)

Add to last sentence:

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 *which will invoke Section 17.11 weight penalties* (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation).

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ITEM 28 Prepared Category section 17.2.C BODYWORK AND STRUCTURE (page 115)

Add:

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. Replacement of inner fenders or wheel wells to enable wider wheels and tires is allowed.*

Change section 17.2.D BODYWORK AND STRUCTURE (page 115):

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 weight penalties and/or competitive adjustments may apply~~ *which will invoke Section 17.11 weight adjustments.*

Add to section 17.2.E BODYWORK AND STRUCTURE, first paragraph (page 115):

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, the driver/ passenger compartment must remain separate 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.*

Add to section 17.11.A OTHER, new 2nd sentence (page 131):

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.

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ITEM 30 (#12423) Prepared Category section 17.4.F WHEELS (page 120)

Change:

For class CP, ~~wheels up to 16" x 10" are allowed with no weight increase~~ any diameter and width wheel may be used.

SCCA Fastrack News April 2014 Page 9

ITEM 31 Appendix A, Prepared Category, X Prepared (XP) (page 218)

Remove:

~~Factory Five GTM Supercar~~

SCCA Fastrack News July 2014 Page 2

ITEM 32 (#11625) Appendix A, Prepared Category, class F Prepared (FP) (page 233)

Combine class listing:

Subaru

~~Impreza (AWD)~~

~~WRX (all) (2002-10)~~

~~Impreza/WRX (AWD)~~

SCCA Fastrack News January 2014 Page 21

ITEM 33 (#12419) Prepared Category

Change section 17.10.H.1 (page 127):

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

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Delete section 17.4.G and change section 17.4.H to read (page 120):

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 Appendix A, D Prepared (DP) (page 222):

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 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: -50 lbs.

Change Appendix A, E Prepared (EP) (page 224):

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)

Add to Appendix A, F Prepared (FP) (page 231):

Solid Drive Axle: -0.05 x displacement

- Delete class GP and re-distribute vehicles:

Move RWD vehicles to DP using DP allowances and weight formulas.

Move Level 1 (full prep) FWD vehicles to EP, using EP allowances and weight formulas.

Move Level 2 (limited prep) FWD vehicles to EP, keeping their existing spec lines but removing maximum track, wheel restrictions, and minimum weights. Wheels, minimum weights, and track requirements will follow the Level 1 (full prep) EP rules.

Move Honda Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP to EP:

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

1493cc – 1.14/.098 in/ex; Fuel Inj; Comp ratio to 11.0:1; valve lift to 0.390”

1590cc – 29mm/25mm in/ex; Comp ratio to 11.0:1; valve lift to 0.390”

Move piston-engine rear-wheel drive EP vehicles to DP and use the DP weight formulas.

Move rotary-engine rear-wheel drive EP vehicles to FP and use the FP weight formulas, with alternate engines and Appendix A listed displacements:

Alternate engines - (displacement): 12A - (2292 cc); 13B, Renesis - (2616 cc)

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Modified Category

ITEM 34 (#11737) Modified Category section 18 (page 135)

Change the 4th sentence of the 1st paragraph:

Active Automatic Braking Systems and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except for the original system installed on the car, which may not be modified a Stock Tub car (18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used.

SCCA Fastrack News March 2014 Page 2

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ITEM 35 (#12389) Appendix A, Modified Category, C Modified (CM), C.6.a, Wheels (page 249)

Add:

Bolt pattern may be changed.

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SCCA Fastrack News October 2014 Page 3

APPROVED CRB RECOMMENDED RULE CHANGES

Rule changes will become effective 1/1/2015, unless indicated otherwise.

American Sedan

AS

1. #14264 – (September Fastrack – 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.

B-Spec

None.

Formula/Sports Racer

FA

1. #14261 – (September Fastrack – Mirl Swan) Swift 016 Shocks

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.*

FB

1. #14003 – (June Fastrack – Formula/Sports Racing Committee) FB Engine Controls

Change 9.1.1.G.4.C.: The stock *or factory racing* ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone aftermarket ECUs are not permitted.

Change 9.1.1.G.4.E.: Carburetion and fuel injection are unrestricted, *with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms maybe removed, substituted and/or disconnected. No material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.*

Change 9.1.1.G.5.: Inlet Restrictors

The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor at any time by publishing the requirements in Fastrack. *Flat plate Intake Inlet Restrictors (FPIRs) shall be used on all engines as indicated in Formula B Restrictor Table below. The restrictors shall conform to the definition within Appendix F of the GCR. All restrictors shall be installed within 4 inches of the primary throttle shaft. There shall be one FPIR per cylinder. Restrictors may be mounted in any manner that does not reduce the intended effectiveness. All air for engine combustion processes shall flow through the restrictors.*

Formula B Restrictor Table

<i>Engine Make</i>	<i>Model</i>	<i>Years Produced</i>	<i>Restrictor Opening (mm)</i>	<i>Notes</i>
<i>BMW</i>	<i>R1000SS</i>	<i>2009-</i>	<i>38</i>	
<i>Honda</i>	<i>CBR1000RR</i>	<i>2008-2013</i>	<i>None</i>	<i>Must use stock unmodified velocity stacks</i>
<i>Kawasaki</i>	<i>ZX10</i>	<i>2010-2014</i>	<i>40</i>	
<i>Suzuki</i>	<i>GSXR1000</i>	<i>2007-2008</i>	<i>42</i>	<i>Baseline for Performance</i>

<i>Engines Introduced On Or Before 2012</i>	<i>All</i>	<i>-2012</i>	<i>42</i>	
<i>Engines Introduced On Or After 2013</i>	<i>All</i>	<i>2013-</i>	<i>38</i>	

FF

None.

FV

1. #14731 – (October Fastrack – Formula/Sports Racing Committee) Aftermarket Rods for FV

The CRB recommends allowing alternative connecting rod, Crower part #SP93280B in FV. This part is available from any Crower dealer.

Change GCR 9.1.1.C.5.C.6.: 6. Connecting rods with bolts and small end bushing minimum weight = 425.0 grams. *Crower part #SP93280B is allowed as a direct replacement connecting rod but must meet the same minimum weight requirement as the OEM part.*

SRF

1. #14566 – (October Fastrack – SCCA Staff) SRF GEN3 Proposed Language

The SRF rules proposed language for 2015 is posted at:

<http://scca.cdn.racersites.com/prod/assets/SRF-SRF3%20Fastrack.pdf>

GCR

1. #13565 – (July Fastrack – Jim Wheeler) Mechanical Protests

Change the Time Limit in the table below 8.3.1.F: No later than one hour before the start of the race session of the competition for the issue in question. *Cars in impound may be protested within 30 minutes after any session*

2. #14100 – (July Fastrack – John Bauer) Add SFI Specification to Currently Allowed Fuel Cells

In 9.3.27, Add the SFI spec fuel cell as follows:

“All cars must be equipped with a safety fuel bladder complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, or as otherwise specified in the GCR. All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) *or SFI 28.3* specifications. Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher *or SFI 28.3* specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.”

3. #14198 – (July Fastrack – Frank Diringer) Official Scales

Change 5.9.4.C: Scales ~~or test weights~~ must be certified, as follows:

4. #14272 – (September Fastrack – 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*.

Grand Touring

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

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

GT2

1. #14077 – (August Fastrack – Pete Peterson) Weight Increase with No SIR

Add 9.1.2.F.4.I.:

1. GT2 Rules Concerning Alternate Weights and SIRs.

1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.

2. #14636 – (October Fastrack – Grand Touring Committee) Updated Language for Letter #14077, August 2014 Fastrack Minutes Letter #14077 original language:

Add 9.1.2.F.4.I.: *1. GT2 Rules Concerning Alternate Weights and SIRs.*

1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.

Add additional language at the end of original language: *This weight penalty is to be added prior to any "add-on" penalties, such as sequential shifting, IRS, etc.*

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

None.

Touring

T1 and T2

1. #14481 – (October Fastrack – Carl Fung) T1 and T2 Stock Wheels Clarification

In the T1 Limited Prep C5 and T2 C5 Specification lines, change the wheel section: ~~Stock Z06 wheels allowed~~ *OEM 10.5 REAR Z06 wheels may be used on the front or rear axle.*

T2

1. #14546 – (October Fastrack – William Moore) T2 Battery Weight, 9.1.9.2.D.1.g.3

Change 9.1.9.2.D.1.g.3.: 3. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size and weight *within 10% of OEM weight.*

T2-T4

1. #13534 – (September Fastrack – 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.*

T3

1. #14216 – (August Fastrack – David Mead) Rear Control Arms for 1999-2004 Mustang GT

Add to the specification line notes for the T3 99-04 Mustang: *Steeda 555-2002 rear control arms are allowed.*

T4

1. #13067 – (September Fastrack – 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.

2. #14575 – (October Fastrack – Steven Christopher) 2006-2014 MX5 for T4

In T4, combine specification lines for Mazda MX-5 (06-08) and Mazda MX-5/Club Model (09-13) into one specification line for Mazda MX-5 (06-14) as shown below.

T4	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
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Mazda MX-5 (06-08)	87.38 83.06 1999	x 2329	1491- 1496	16 x 7 17 x 7 Alum	225	3.14, 1.89, 1.33, 1.00, 0.81 or 3.82, 2.26, 1.64, 1.18, 1.00, 0.83	4.10	(F) 289.6 Vented- Disc (R) 279.4 Solid- Disc	2600	The following items must remain stock unless permitted below: Catalytic converters, shock/struts/springs (including mounts), original wheels (06-13 factory wheels are allowed) , and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed.
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Mazda MX-5 (09 06-13 14)	87.4 x 83.1 2000	2330	1491/ 1497	17x7 Alum	225	3.82, 2.26, 1.64, 1.18, 1.00, 0.83/.079 Or 3.14, 1.89, 1.33, 1.00, 0.81 (5 spd)	4.10	(F)290 Vented Disc (R)280 Solid Disc	2600	The following items must remain stock unless permitted below: Catalytic converters, shock/struts/springs (including mounts), original wheels(06-13 factory wheels are allowed), and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed
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SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 22, 2014

The Solo Events Board met by conference call October 22nd. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Connors; Doug Gill of the National Staff; Bruce Lindstrand, Todd Butler, and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**

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

Recommended Items for 2015

The following subject is being referred to the Board of Directors for approval.

Street

#15404 Rule change proposal for paddle shifters

The SAC and SEB recommend this previously-published rule change proposal, effective 1/1/2015:

Change 13.2.E as follows:

13.2.E. Alternate shift knobs *or paddles* are allowed.

Member Advisories

Street

#14650 Lighting Allowance Proposal

Per the SAC, modern era aftermarket lights are covered under allowance 13.2.A.

#14718 Disabling of Grill Shutters Proposal

Per the SAC, Street Category cars must be run as specified by the manufacturer; this includes fully functional grill shutters.

#14817 Sun Roof Replacement Clarification

Option package conversions must be complete, per 13.0. The only valid no-sunroof configuration in this case would be a replacement roof which matches the OE configuration for a version without a sunroof.

#15006 Boss 302 TracKey Legality Clarification

As previously published, per Ford documentation the Boss 302 TracKey and Trac Cal are dealer installed, aftermarket options and not eligible for Street category.

#15060 Tire Eligibility Clarification

The SAC sees no reason to put the Hoosier HWET tire on the exclusion list at this time.

Street Touring

#14843, 14926, 15026, 15070 STAC Resumes

The SEB has approved the addition of Robert Irish, Bart Hockerman, Matthew Leach, and Lane Borg to the STAC.

#14989 Fog Light Clarification

Per the STAC, fog light removal is allowed via 14.2.C, as is the removal of any associated removable brackets/ mounts provided they serve no other purpose.

Street Prepared

#14849 Turbo Clarification

The physical location of the turbocharger is not restricted in the Street Prepared ruleset.

Street Modified

#13947 Wheel Well Clarification

Per the SMAC, the inner wheel well may be modified via the allowance of 16.1.P. Competitors are strongly cautioned to make the minimum modification necessary.

#14895 RX-8 Classing Clarification

The Mazda RX-8 is eligible for SM in 2015. 16.0.C's reference to "sports car based" has been recommended for removal (see the November Fastrack, item #12753) and the RX-8 is not on the excluded vehicles list in Appendix A.

Change Proposals

Safety

#13838 Passenger Age Comments

Per the SSC, the following rule change proposal is submitted for member comment: Effective 1/1/2016, change 1.3.2.D as follows:

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

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

Street Touring

#15045 Fiat 500 Abarth Classing Proposal

Per the STAC, the following class change proposal is submitted for member review and comment:

Move the following Appendix A listings from STC to STX:

Fiat 500 Abarth

Fiat 500 Turbo (2013-2014)

Other Member Items Reviewed

CAM

#14608 CAM Classing Clarification

Thank you for your input. As previously published, the purpose of CAM is to attract automobile enthusiasts to SCCA® who are currently interested in and/or participating in the Goodguys® Autocross events or other similar events for "classic" vehicles (e.g., Street Machine, Muscle Car, Hot Rod, Truck, Street Car, Late Model, etc.) built in North America by manufacturers based in the US (e.g., "The Big Three" – GM, Ford, and Chrysler).

#15093, 15160 CAM Class Comments

Thank you for your input.

Street

#14693 W710 Comments

Thank you for your input. The discontinued tire allowance was previously addressed in the September Fastrack.

#14749 GTR to SS Proposal

Please refer to the November Fastrack regarding GTR classing.

#14767 Rain Tire Clarification

Thank you for your input.

#14783 BOD Classing Help Proposal

Thank you for your input.

#14850, 14862 CS Comments

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14856 Mazdaspeed 3 Classing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack..

#14867 S197 Mustang Boss 302 Classing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14868 Street Tire Comments

Thank you for your input regarding Street tires.

#14884, 14981, 14988, 15041 370Z Classing Comments

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14871, 14877 SSR Minimum Number Proposal

Please see the November 2014 Fastrack for more info on SSR.

#14881 370Z Move to BS Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14893 Street ReClassing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14922 RE: Letter: #14829

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14977 Fiesta ST Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14992 Corvette Classing Comments

Thank you for your input regarding the C5 non-Z06 classing options.

#14993 Corvettes and GT3 Classing Comments

Thank you for your input.

#14999, 15000, 15011, 15023, 15031, 15033, 15034, 15035, 15037, 15040, 155051, 15052, 15054, 15061, 15068, 15079, 15101, 15128, 15171, 15201, 15210, 15219 Corvette Classing Comments

Please refer to item #14992.

#15001 GS/HS Classing Comments

Thank you for your input. Please refer to the Street class changes in the November Fastrack.

#15007 Street Classing Comments

Thank you for your input.

#15015, 15022, 15025, 15030, 15053, 15074, 15083, 15084, 15085, 15086, 15088, 15089, 15090, 15091, 15108, 15121, 15144 Audi TT Classing Comments

Thank you for your input. The current classing as published in the November Fastrack is believed to be appropriate.

#15024 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15036 Street Classing Comments

Thank you for your comments.

#15046 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15057 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15094 Street Classing Comments

Please refer to letter #14992.

#15122 Fiat Abarth Move to HS Proposal

Thank you for your input.

Street Touring

#14889 240sx Classing

Thank you for your comments. The STAC does not feel that the 240SX will be an overdog in STX.

#14928 Application to the STAC

Thank you for your interest in serving on the STAC. At this time the vacancies have been filled. We will keep your information on file for consideration when further openings arise.

Street Prepared

#14571 88-91 CRX/Civic Stay in CSP Proposal

Thanks for your input.

Junior Kart

#14443, 14551, 14839, 14864, 14963 Junior Weight Comments

Thank you for your input. Please see the response to item #14085 for updated weights across FJA and FJB.

Not Recommended

General

#15065 Driver Age Class Proposal

Thank you for your input. The SEB does not feel this change is necessary.

Street

#14865 Drivers Seat Replacement Proposal

Aftermarket seats are not considered consistent with Street Category preparation philosophy.

#14883 W710 Clarification

Per the SAC and SEB, the Kumho W710 will remain on the exclusion list as previously published..

#14885 S2000 Classing Proposal

The SAC believes the current classing is appropriate.

#14886 Wheel Allowance Proposal

The SAC does not believe that all cars with wheel diameters larger than 18 inches should be permitted to run 18 inch wheels.

#14891 Corvette Classing Proposal

Per the SAC, the current classing as published in the November Fastrack is believed to be appropriate.

#14892 SSR Number Comments

Thank you for your input. The SEB believes the current status of SSR is appropriate.

#14897 DS/GS/HS Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14902 Oil Cooler (2)

Aftermarket oil coolers are not considered consistent with Street Category preparation philosophy.

#14904 1st gen Neons in HS

The SAC does not feel the GS Neon would be appropriate for HS at this time.

#14906 2006-2008 Cayman S to B Street

The SAC does not feel the AS Cayman S would be appropriate for BS at this time.

#14916 Recommend moving 370Z out of CS

Thank you for your input. The current classing as published in the November Fastrack is believed to be appropriate.

#14924 Honda S2000 AP1

The SAC does not feel the BS S2000 AP1 would be appropriate for CS at this time.

#14930 Ford Focus ST Classing Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14949 Reshuffling of Classes post 2014 Season

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14996 Street Class Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14997 Cobalt SS Move to GS Proposal

The SAC does not feel the DS Cobalt SS would be appropriate for GS at this time.

#15042 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15104 Morgan Roadster Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15107 GTR Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

Street Touring

#14761 2015 STU Proposal

The STAC is not in favor of any additional differential allowances for STU as this would represent a substantial additional cost to many competitors.

#14799 STF Wheel Size Proposal

The STAC feels that changing the STF wheel allowances at this time would cause unnecessary instability.

#14888 Catalytic Converter Location Proposal

In the spirit of rules stability the STAC is not in favor of changing the catalytic converter allowances at this time.

#14995 MR2 Supercharged Classing Clarification

The listing in question was not in error. The STAC does not feel that the MR2 SC will be an overdog in STR.

Street Prepared

#14165 2014 Juke Nismo RS classing Proposal

Per the SPAC, this vehicle does not seem well suited to Solo, particularly using R-compound tires. The SEB notes that it does not meet the requirements of 3.1, by a significant margin.

#14271 AWD Move to ASP Comments

Allowing non-standard electronically controlled differentials is not recommended. The request is asking for a non-US standard part; such a change would open the door to significant possible unintended consequences for the Street Prepared category.

#14646 Car Classing Proposal

The Consulier GTP doesn't meet any of the requirements for minimum production numbers or series production outlined in Section 15 of the solo rules.

#14747 New SP Class Proposal

Thank you for your input. The SPAC continues to feel that the current climate isn't right for new classes.

Street Modified

#14583 Parking Brake Allowance Proposal

Per the SMAC, an allowance to remove parking brakes is not consistent with category philosophy.

Prepared

#15038 Cylinder head clarification

The SB2.2 is not considered a direct replacement type head and thus does not meet the requirements of CP. Alternate head allowances in CP facilitate competitor access to high performance or alternate material castings of OE-style heads.

Handled Elsewhere

Street

#14878 M4 Classing Proposal

Please refer to item #14083 under Tech Bulletins.

#14901 #12993 Shift knob Clarification: Paddles (13.2.E)

Please see item #15404 under Recommended Items.

Street Touring

#14809 Toyota ECHO Classing Proposal

Please see item #14752 under Tech Bulletins.

Tech Bulletins

Kart

#12679 FJ Engine Allowance Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended

by the KAC and approved by the SEB:

Junior A

Add to 19.2.A.1.b. Engines:

5. Briggs & Stratton Animal LO 206

A. Fuel: Gasoline only

B. Weight (LBS)300

C. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.

D. Motor must remain sealed as from manufacturer.

Junior B

Add to section 19.2.A.2.b. Engines:

7. Briggs & Stratton Animal LO 206

A. Fuel: Gasoline only

B. Restrictor: A specific throttle slide restrictor must be installed in the carburetor (0.520", 13.2 mm): Briggs & Stratton "Blue" slide, available from manufacturer.

C. Weight (LBS)265

D. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.

E. Motor must remain sealed as from manufacturer.

Comment : The weights have been adjusted per the resolution of item #14085

#14049 Junior Kart Classing Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended by the KAC and approved by the SEB:

Add new items (c) to sections as follows:

19.2.A.1 Junior class A (JA)

c. Slower class karts: JC or JB karts may compete in JA. The driver must meet JA age restrictions and the kart must be compliant with JC or JB requirements.

19.2.A.2 Junior class B (JB)

c. Slower class karts : JC karts may compete in JB. The driver must meet JB age restrictions and the kart must be compliant with JC requirements.

#14085 JA Minimum Weight Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended by the KAC and approved by the SEB:

FJA will have a +25lb weight increase across all engine packages in response to member feedback.

19.2.A.1.b.1.B Weight (LBS): ~~Gasoline~~265 290

19.2.A.1.b.2.B Weight (LBS): 305 330

19.2.A.1.b.3.B Weight (LBS): 285 310

19.2.A.1.b.4.B Weight (LBS): 305 330

FJB will have +15lb weight increase across all engine packages in response to member feedback.

19.2.A.2.b.1.B Weight (LBS): ~~Gasoline~~245 260

19.2.A.2.b.2.B Weight (LBS):250 265

19.2.A.2.b.3.B Weight (LBS):235 250

19.2.A.2.b.4.B Weight (LBS):	255	270
19.2.A.2.b.5.B Weight (LBS):	245	260
19.2.A.2.b.6.B Weight (LBS):	250	265

#13962 JB Engine Allowance Proposal

The KAC has recommended and the SEB has approved the following change to Supplemental Class Junior B, effective 1/1/2015:

Change the first line of 19.2.A.2.b.6 to :

6. Clone Motors (~~Regional-Only~~)

Street

#15010 2015 VW GTI Classing Proposal

The listing for the VW GTI in HS is clarified to read as follows:

Golf, GTI (~~pre-2006~~), and Jetta (8v, all)

Please also see item #15039 for a related listing update.

#14083 M3 and M4 Classing Proposal

Per the SAC, add a new listing in class A Street, as follows:

BMW

M3 and M4 (2015)

#14841 Subwoofer Removal Clarification

Add to Appendix F under Street Category Clarifications:

In accordance with rule 13.2.f, the Acura RSX-S subwoofer may be removed with the spare tire.

#14863 Mustang Classing Proposal

Per the SAC, add a new listing in FStreet for the 2015 Mustang.

#14882 BMW 3 Series Classing

Per the SAC, add a new listing to class the BMW F30 in FS, as follows:

BMW

3 series (F30 chassis, 2012-2014)

#15039 VW Classing Comments

The SAC recommends a listing change to class the 2015 Volkswagon GTI in GS.

Change the GS listing year range:

GTI (2006-~~15~~)

Street Touring

#14329 2015 WRX Classing Proposal

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

STX

Subaru WRX (2015)

#14614 Alignment Clarification

Add to Appendix F under Street Touring Clarifications:

“The Dungeon Motorsport E30 alignment kit is not legal for Street Touring. There are no allowances for modifying the suspension mounting points on a subframe.”

#14753 Toyota ECHO to STF Proposal

Per the STAC, add the following new listing to STS:

Toyota Echo 2000-2005

Street Prepared

#15032 CSP listing clarification.

Change the current listing in CSP from:

Fiat

Abarth (all)

To:

Fiat

Abarth (*NOC*)

Comment: The current Fiat 500 Abarth is classed in DSP. This will clarify the CSP listing to only include the “vintage” Abarth models.

#15191 Tires in SP and SM Clarification

Change 15.3 to read as follows:

“Tires must meet the eligibility requirements for Street Category with the exception of Sections 13.3.A.1, 13.3.A.2, and 13.3.A.3. *The restriction that tires must be designed for highway use also does not apply; purpose-built DOT approved competition tires are allowed.* Section 13.3.C.4 is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

No tire models are currently listed.”

Street Modified

#11923 Splitter Clarification

Per the SMAC, add to end of 16.1.M:

“Aerodynamically functional vertical members, such as splitter fences or endplates, are not allowed.”

Comment: The SMAC does not believe that aerodynamically functional vertical members are part of an allowed splitter.

#13521 Battery Allowance Proposal

Per the SMAC, add new sentence to 16.1.K as follows:

“When rear seats are removed, the back of the front seats defines the end of the passenger compartment.”

#14643 Fender Liner Clarification

Errors and Omissions: This change restores a sentence which was inadvertently dropped for 2013 during rule book editing.

Add back the last sentence of 16.1.I:

“Non-metallic fender liners may be modified, replaced, or removed.”

#14744 Elise Clamshell Clarification

Add to Appendix F under Street Modified Category Clarifications:

“Per section 16.1.I, an Elise front clamshell may be replaced. However the entire rear clamshell may not be replaced, as there is no allowance to replace the trunk.”

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 4, 2014

The Club Racing Board met by teleconference on November 4, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; and John Bauer, Technical Manager, Club Racing. The following decisions were made:

Member Advisory

FF

1. #14601 (Steve Bamford) Spec Tire for FF

Thank you for your letter. Going forward, the CRB will conduct a survey concerning this subject. Please look for a survey link sometime soon in your email's inbox.

No Action Required

FF

1. #14664 (Greg Case) Bodywork and Floor/Belly Pan/Undertray Definition

Thank you for your letter. While the CRB does not offer rules compliance opinions, the CRB has had a sub-committee member contact the author to help him understand the section of rules that apply to his project.

2. #14721 (Michael Bernstein) Severe Safety Risk Honda Motor

Thank you for your letter. The CRB recommends dealing with Honda directly on any replacement parts or any items you feel are not to specification. Honda has been very supportive dealing with our individual racers and their issues as long as Honda's procedures have been followed.

S2000

1. #12648 (SCCA Staff) Increase Restrictor Size for Mazda MZR S2000

Thank you for your letter. S2000 is a Region Specific class. Changes to the rules for this class are within the purview of any Region. Please contact your Region leadership with your request.

GCR

1. #14939 (Lee Hill) Comments On Jim Wheeler's SportsCar Column About Annual Tech

Thank you for your feedback.

2. #14990 (Hal Williams) Annual Tech

Thank you for your feedback.

FP

1. #14675 (Kyle Disque) Oppose DOT Tire Rule for Production

Thank you for your feedback. The CRB does not plan to mandate the use of DOT tires at this time.

STL

1. #14980 (David Boles) Comments about STL

Thank you for your feedback.

2. #14987 (Tim Myers) Not in Favor of Defining Sports Cars vs. Touring Cars

Thank you for your Feedback.

3. #15005 (Lon Blaser) Input Regarding STL Changes

Thank you for your feedback.

STU

1. #15309 (Carl Young) Sports Cars in Super Touring

Thank you for your feedback.

Not Recommended

AS

1. #14570 (Cheyne Daggett) Coil Overs for All Cars in AS

The CRB wishes to thank the authors of the following letters for their feedback on this WDYT: (14711 and 15259) Palitz, (14751) Daggett, (14770) McDonald, (14780) Wheaton, (15253) Hooten.

The CRB feels that the number of letters received was not sufficient to make a decision for the entire class. Therefore the CRB does not recommend this change at this time.

2. #14573 (Cheyne Daggett) 2011-13 RP Mustang GT Performance

Thank you for your request. The CRB thanks you for all data and information you have supplied. The analysis of the data and information indicates that the car is correct as classified. Therefore, the CRB does not recommend any competition adjustments at this time.

3. #15311 (Dean Bailey) Increase the Fox Weight

Thank you for your request. The CRB and ASAC believe the reasons for the lower weight of the Fox Body Mustangs are still valid.

FA

1. #14635 (Mark Tosa) Revisions to 2 New Formula 3 Rules

Thank you for your letter. The CRB has made an effort to include a long list of former F3 cars in FA this year. To date, the CRB has not seen a single F3 car on track. Until the CRB sees some cars on track to evaluate their compatibility in the class, the CRB recommends no further changes. The rules are adequate as written.

2. #14768 (Riley Hopkins) 230hp 1600 Carb vs. 320hp 2.3 Litre Injected Monster

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

FC

1. #14117 (Tex Arnold) Pinto-Engined Cars

Thank you for your letter. At this time the CRB does not recommend a change because the CRB has not been presented with proper data which would warrant any changes to the present configurations.

FE

1. #14578 (Erik Skirmants) Member Input on FE Tire Rule - 9.1.1.1.13.a-d

Thank you for your letter. Member input shows a clear and strong desire to keep the Formula Enterprise tire rules in the GCR as currently written. The CRB recommends no change at this time.

P1

1. #14507 (Richard Cottrill) 670 CC Super Charged

Thank you for your letter. For consideration of any new engine package in any class, the CRB requires hard data from a known reliable dyno source. Once this information is supplied the CRB will consider your request.

GCR

1. #14855 (William Shearer) Defining Racing Surface for Road Racing Section of GCR

Thank you for your letter. This issue is subject to local variations and should be handled in Event Supplemental Regulations.

EP

1. #14627 (Larry Svaton) Caterham SVT Weight

Thank you for your letter. The competitiveness of cars in this class will continue to be monitored. Based on results nationally, there is reason to believe this car is competitive as classed. However before making any decisions the CRB wants to review the data from 2014.

2. #15102 (Jud Scott) Owner Driver

Thank you for your request. The results of competition this year have confirmed that cars in EP limited to 15x7 wheels are competitive. Current wheel size limitations are based on stock wheel sizes.

HP

1. #14587 (Mike Ogren) Allow All 8 Inch Short Track Tires to Use the 8 inch Wheel Width

Thank you for your request. The CRB will continue to monitor this issue. At present there are sufficient options available so that a change is not a necessity.

2. #14803 (David Vestrand) Reclassification 1984-85 BMW 318i From FP to HP

Thank you for your request. The performance potential of this car is too great for HP.

3. #15257 (Mike Ogren) Please List 1979 -1984 BMW 1.8, LP in HP

Thank you for your request. The performance potential of this car is too great for HP.

ST

1. #14887 (David Mead) Rule Change to Allow Displacement Changes
Thank you for your request. The CRB is not in favor of this change at this time.

STL

1. #14879 (Brad McCall) Rules Clarification/Notation Request
Thank you for your letter. The CRB is not in favor of changing the camshaft specifications for engines. It is recommended that the competitor seek a custom camshaft from any of the aftermarket camshaft manufacturers.

2. #14900 (David Mead) Philosophy Change for STL
Thank you for your request. The CRB is not in favor of this change at this time.

3. #14985 (Tim Wise) Allow T4 Prepped MX-5 into STL at 2600 lbs.
Thank you for your request. The CRB does not recommend this change at this time.

4. #15158 (Rich Walke) Weight Adjustment for Cars with Front Strut Suspensions
Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the class in 2015.

5. #15264 (Jesse Prather) Second Generation RX7 Specifications
Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the class in 2015.

6. #15296 (Breton Williams) Mazda RX7 Adjustment
Thank you for your request. The CRB does not recommend this change.

STU

1. #14859 (James Spurling) Augment Current Classing Mechanisms with Motor Spec Lines
Thank you for your suggestion. The CRB is not in favor of specification lines in Super Touring at this time.

T1

1. #13516 (John Schertzer) Option to Change Firewall
Thank you for your letter. The CRB does not recommend this change at this time.

2. #14824 (Marcus Merideth) Tire Usage for T1
Thank you for your request. The CRB does not believe this change would be beneficial for T1.

T2

1. #14218 (David Mead) 2011-2014 Mustang GT/Boss 302 Spring Upgrade
Thank you for your request. The CRB does not recommend changes at this time to this car as it is competitive as classified.

T3

1. #14217 (David Mead) 2011-2014 Mustang V6 Springs
Thank you for your request. The CRB does not recommend changes at this time to this car as it is competitive as classified.

2. #14310 (Bobby Beyer) 99-04 Mustang GT\Bullitt Allowances
Thank you for your letter. The CRB has attempted to contact you to verify your request. However, the CRB has not heard back from you, so the CRB cannot make a decision. Please submit another letter if you wish to continue and please be prepared for contact from the CRB and/or the Touring Advisory Committee.

3. #14760 (Derek Kulach) Nissan 350Z DE Motor
Thank you for your request. The CRB does not recommend this change.

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. #15260 (Chris Pedersen) Transmission
Change 9.1.6.D.3.a.1.a: a. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric

actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at an 80 lb weight penalty. Any first gear ratio greater than 2.5 is permitted.

2. #15339 (American Sedan Committee) Change 9.1.6.B.: **B. INTENT**

Change 9.1.6.B.: **B. INTENT**

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed. Cars need not be eligible for state licensure or registration.

1. The competitiveness of any car in American Sedan shall not be guaranteed.

Restricted Preparation Cars Only: *Restricted Preparation American Sedan automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide this information upon request from any SCCA official and to provide the electronic device capable of accessing the data for compliance verification. Failure to provide some form of the Factory Shop/Service Manual upon request is adequate for disqualification from any event. In addition, the competitor shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested. VTS are found at crbscca.com. Since every Restricted Preparation American Sedan car may not have a VTS on this website, the competitor may request from the Technical Department at SCCA, a waiver of the VTS requirement, should the SCCA confirm that none is available.*

3. #15341 (American Sedan Committee) Addition to Restricted Preparation Engine Repair Specifications

Change 9.1.6.D.1.k.2.e.:e. Engine repair procedures ~~may~~ **shall be** performed utilizing OEM procedure or Factory Service bulletins. *Where Factory Service Manual measurement specifications for engine components may conflict with assembled Factory Service Manual specifications for performance (such as, but not limited to, compression ratio), the performance specifications shall be the measurement used for compliance. The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a.*

4. #15368 (American Sedan Committee) OEM Parts

Add 9.1.6.C.6.: **6. All rules referencing OEM parts, unless specified in these rules, must be unmodified OEM parts.**

5. #15369 (American Sedan Committee) Restricted Preparation 9.1.6.D.2.a. Update

Change 9.1.6.D.2.a.: a. All **unmodified** OEM induction system components (*such as, but not limited to: air cleaner assembly (less filter element), all hoses connecting the air cleaner assembly to the throttle body, throttle body, and intake manifold*) must be maintained. All air entering the intake tract shall enter through the OEM throttle body.

6. #15410 (Jim Wheeler) Allow Brake Duct Fans

Thank you for your request. Add 9.1.6.D.5.a.8: **8. Brake duct fans are permitted for cooling brakes. They shall perform no other function.**

ASR

1. #14710 (Jim Clark) Request for Shelby Can-Am to Be Added to ASR in GCR

Thank you for your letter. Change 9.1.8.D: D. SHELBY CAN-AM RACER CLASSIFIED IN P1 **and ASR**

FC

1. #15027 (Formula/Sports Racing Committee) Clarify the Zetec Header Rule

In section 9.1.1.B.16.i, change the language as follows:

The exhaust system manifold tubing OD must be 1.5 inches (*as measured 1 inch or more from the face of the head*) and the manifold tubes must be a minimum of 24 inches in length and must terminate into a single exhaust pipe through a 4 into 1 collector. The collector angles must be the standard 15 degree bend, (30 degree included angle) with an exit diameter of 2 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4 into 2 into 1 exhaust collectors or reduced diameter venturi sections are prohibited.

SRF3

1. #15415 (Todd Butler) Add SRF3 to GCR as Runoffs Eligible Class for 2015

Add to:

9.1.8 SPORTS RACING CATEGORY CLASSES

A Sports Racing (ASR) Regional Class

Prototype 1 (P1)
Prototype 2 (P2)
Spec Racer Ford (SRF)
Spec Racer Ford 3 (SRF3)

Add the following to header and first paragraph of the SRF3 rules package section 9.1.8.C.2.A as follows:

9.1.8.C.2.A SRF3 Definition

It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) become part of SRF3 as one class.

During the 2015-2017 transition the top Divisional finishers earning Runoffs invitations shall be as follows:

- *Top 5 SRF/Top 3 SRF3 for 2015*
- *Top 5 SRF/Top 5 SRF3 for 2016*
- *Top 3 SRF/Top 5 SRF3 for 2017.*

There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs

GCR

1. #14657 (Tom Lyttle) Revise Rules for Split Starts

Thank you for your letter. Modifying this rule seeks to grant flexibility to stewards in determining which competition group will start a combined race.

Change 6.5.5 B.: B. The Series Chief Steward or Chief Steward *may* determine the class(es) in each segment.

2. #15439 (SCCA Staff) Change/Add Main Hoop Bracing Allowance

In section 9.4.5.C.1, change/add main hoop bracing allowance as follows:

"Two (2) seat Sports Racing cars with full width main hoops of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness *or Chromoly 4130 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness.* Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter."

In section 9.4.5.C.2, add the language as follows:

"Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by .080" wall thickness *or Chromoly 4130 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness.* When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same."

EP

1. #15190 (Larry Svaton) Alt. Transmission, Lotus/ Caterham 7 America and Caterham 7 280

Thank you for your request. In the specification line for the EP Caterham Seven 280, change the weights to 1445, 1481*, and 1517**. Eliminate in the Notes: ~~Stock transmission with helical gears req'd. Gear ratios: 3.65, 1.97, 1.37, 1.00 and .82.~~

In the specification line for the EP Lotus/Caterham 7 America, change the weights for the Zetec: 1460, 1497*, and 1533**. Also for the Zetec SVT: 1560, 1599*, and 1638**. Eliminate in the Notes: ~~Stock transmission with helical gears req'd. Gear ratios: 3.65, 1.97, 1.37, 1.00 and .82.~~

HP

1. #14598 (Chip O'Toole) MK1 (85-89) MR2 to HP

Thank you for your letter. Move the Toyota MR2 1.6 litre (85-89) currently classed in FP to HP. The only change to the specifications will be weight: *2300, 2358* and 2415**.*

SM

1. #13377 (Ralph Provitz) Car Lifting Support

Thank you for your request. Add section 9.1.7.C.3.p.: *p. To facilitate frequent lifting of the vehicle without causing damage, one*

piece of steel angle iron or square steel tubing may be added under the rocker panel inboard of the factory pinch weld flange on each side of the car. Angle iron and/or square steel tubing dimensions shall not exceed 12" x 1" x 1" x .125 thick. The added support shall be securely fastened to the car and serve no other purpose.

ST

1. #15017 (Rich Walke) Wheel Fans in ST Classes

Thank you for your request. Delete 9.1.4.N.6.: ~~6. Wheel fans are not permitted.~~

STL

1. #14853 (Sean Williams) Pontiac Solstice/Saturn Sky

Change 9.1.4.2.B.:

B. Engines

1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars and engines as follows:

The following vehicles in their entirety are ineligible for STL:

Lotus Elise/Exige

Lotus 2 eleven

The engines from the following cars are ineligible for STL:

(none at this time)

Forced induction is not permitted in STL. *Forced induction engines, 2.0 liters and under, may be approved to remove turbo/superchargers on a case by case basis. Engine must comply with all STL regulations.*

Change 9.1.4.2 Table A

Pontiac Solstice/Saturn Sky (2000) Notes: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank. *LNF Engine Permitted with turbocharger removed.*

2. #15016 (Rich Walke) Alternate Rotor Seals and Springs

Thank you for your request.

Change 9.1.4.A.: A. Super Touring Light (STL) is a small-bore "tuner" class for reciprocating piston engines of *with* displacements of 2.0 liters ~~and-or~~ under, *and rotary engines, 12A, 13B, and Renesis*. STL encompasses a lower level of allowed modifications compared to STU. As with STU, spec lines are not required for STL eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.

Add 9.1.4.2.B.8.: *8. Rotary engines: Alternate rotor seals and springs are permitted.*

T2-T4

1. #14680 (John Bauer) Allow Pedal Modifications for Safety/Comfort

Add 9.1.9.2.D.9.d.7: *7. Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver. Dead pedal/foot rest and heel stop may be added.*

T3

1. #14371 (Touring Committee) BMW Rear Lower Control Arms

In T3, BMW M3 (01-06), add to the Notes:

Alternate rear lower control arm part #TSU9940B77 allowed.

In T3, BMW Z4 M Coupe (2007), add to the Notes:

Alternate rear lower control arm part #TSU9940B77 allowed.

2. #14616 (Nic Piekarski) Neon SRT4 Front Calipers

In T3, Dodge SRT-4 (03-05), add to Notes:

328mm Max front rotor with 4 piston caliper allowed.

Taken Care Of

AS

1. #14896 (Cheyne Daggett) Update to Letter 14573

Thank you for your letter. Please see the response to letter #14573.

2. #15098 (Cheyne Daggett) Restricted Prep Representation

Thank you for your suggestion. The ASAC has had a Restricted Preparation representative for 3 years. The ASAC continues to make changes in perspective and membership to be inclusive of all American Sedan cars.

3. #15299 (Edward Hosni) Please Reduce Weight for Dog Ring Transmissions

Thank you for your request. Please see the response to letter #15260.

FA

1. #14945 (Riley Hopkins) fairness in FA

Thank you for letter and your previous letter #14768. Please see the response to letter #14768.

FF

1. #14670 (Greg Case) Floor/Undertray/Belly Pan Wickers

Thank you for your letter. Please see the response to letter #14664.

2. #15059 (Formula/Sports Racing Committee) Spec tire in FF

The CRB would like to thank the following authors for their input on a spec/control tire in FF. Please see the response to letter #14601.

Steve Bamford #14600, Thomas Valet #14605, Mike Green #14606, William Velkoff Jr. #14607, Steve Roux #14618, William Valet #14625, Marc Blanc #14629, Greg Rice #14630, Anthony Parker #14631, Alan Baker #14632, Joseph Marcinski #14633, Sam Lockwood #14667, Hartley Macdonald #14674, Ric Baribeault #14681 and Kevin Brumbaugh #14681.

FV

1. #15058 (Formula/Sports Racing Committee) Alternative Connecting Rods in FV

The CRB wishes to thank the following authors for their feedback on letter #14371, alternate connecting rods in FV. This rule was passed by the Board of Directors in their meeting 10/30-31/2014. Please see the Board of Directors' Minutes in the December 2014 Fastrack.

Bill Bonow #14743, Erik Oseth #14745, David Bowman #14746, Derek Harding #14748, Charles McCormack #14754, Bill Johnson #14759, James Kearney #14762, Jim Oseth #14765, Chris Cox #14771, James Dziejwior #14773, Fred Clark #14782, Jeremy Greiner #14789, William Vallis #14790, Stevan Davis #14791 and 14793 (only one feedback letter accepted in count), Robert Neumeister #14794, Stephen Dreizler #14795, David Carr #14797, Johns Lampley #14798, Jonathan Weisheit #14802, John Deonarine #14806, Charlie Turner #14808, Phillip Yaccarino #14810, Dan Voss #14815, Michael Fultz #14821, Gregory Bruns #14825, Bruce Livermore #14834, Mike Schiffer #14854, Rollin Butler #14874, Keith Pfannestiel #14917 and Sherman Engler #14812.

P1

1. #14707 (Bob Wheless) Seat Belts Replacement

Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

GCR

1. #14590 (Vaughan Scott) Support for Change to 9.3.19.G.1 - SFI Belt Date Extension

Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

2. #14688 (Michael Collins) Whistler Procedure

Thank you for your letter. The new Whistler Procedure has been written, submitted to the Technical Department, and is posted on scca.com.

3. #14907 (Michael Jennings) White Flag Last Lap

Thank you for your feedback. Please see the response to letter #13555, April 2014 Fastrack Minutes. This rule was passed by the Board of Directors in the 5/15-17/2014 meeting and became effective 6/1/2014.

4. #14910 (Bob Hess) Expire Time for Seat Belts

Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

5. #14941 (John Lindquist) Driver Restraint - Belts

Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

6. #14970 (Steven Holloway) Letter #14272

Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

7. #15066 (Arnie Kuhns) 9.3.19.G.1:1

Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

HP

1. #14644 (Ron Bartell) Seat Belt Expiration

Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

ST

1. #12663 (Super Touring Committee) World Challenge Cars

Thank you for your letter. Please see the response to letter #14521, Technical Bulletin.

STL

1. #15297 (Breton Williams) Weight Adjustment for the Mazda RX7

Thank you for your request. Please see the response to letter #15158.

T2

1. #14845 (Carl Fung) Re: #13534 T2 Airjacks for 2015

Thank you for your feedback. This was approved by the Board of Directors in their 10/30-31/2014 meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

T4

1. #14720 (Bill Seifert) Don't Remove Catalytic Converters in T4

Thank you for your feedback. A majority of the membership was in favor of this change. Please see the Board of Directors decision on letter #13067, from their 10/30-31/2014 meeting in the December Fastrack BOD Meeting Minutes.

What Do You Think

Prd

1. #15119 (Ron Leiferman) Alternate Rods for All Level 2 Production Cars

Member input is requested on allowing the use of aftermarket connecting rods in all level 2 cars classed in E,F and H production. At present aftermarket connecting rods are allowed for the first generation of level 2 cars that were classed in EP (some of which were later moved to FP). However, for the remainder of level 2 cars in all production classes, stock connecting rods (with limited modifications) are required.

The question is should the level 2 rules remain as written or should all level 2 cars be permitted to use aftermarket connecting rods (stock length)?

The impact of any change on the cost of competition, maintenance of parity in each production class, class philosophy, etc. should be considered in your comments. It is important to hear from as many interested parties as possible on this significant issue.

RESUMES

1. #15357 (Formula/Sports Racing Committee) Add David Locke to FSRAC

Thank you for your request. The CRB appoints David Locke to the FSRAC.

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2014
 NUMBER: TB 14-12
 FROM: Club Racing Board
 TO: Competitors, Stewards, and Scrutineers
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 12/1/2014 unless otherwise noted.

American Sedan AS

1. #15337 (American Sedan Committee) Adjust Holley Carburetor rule 9.1.6.D.1.c.1.b.

The dimensions listed in 9.1.6.D.1.c.1.b did not originate with Holley. The CRB and ASAC have determined there are issues with the dimensions and recommend withdrawing them from the GCR. Until Holley is willing to provide such dimensions, the CRB and ASAC recommend that none be provided.

In section 9.1.6.D.1.c.1.b, change the language as follows:

~~The below specifications may be used with a~~ A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862, *may be used* to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, *visual inspection, and comparison to SCCA supplied Holley 600 carburetors*). ~~It is not permitted to alter as-delivered dimensions to either the minimums or maximums listed below. All dimensions listed below are in inches.~~

- ~~Venturi Bore Primary, 1.248-1.252~~
- ~~Venturi Bore Secondary, 1.310-1.314~~
- ~~Booster Outside Diameter at parting line, .626-.630~~
- ~~Booster Outside Diameter at top and bottom, .614-.618~~
- ~~Booster Inside Diameter, .442-.446~~
- ~~Booster leg pin gauge, .117~~
- ~~Booster length, .720 (+ or -) .010~~
- ~~Booster cross leg width, .220-.226~~
- ~~Throttle Bore Primary and Secondary, 1.561-1.562~~
- ~~Combined Throttle Shaft and Plate, Primary, .2075-.2205~~
- ~~Combined Throttle Shaft and Plate, Secondary, .2240-.2370~~

2. #15338 (American Sedan Committee) Clarify Holley Carburetor Identifying Numbers

In section 9.1.6.D.1.a, change the language as follows:

Only the approved carburetor (Holley #4776, 600cfm 4bll), insulator (Holley #108-12), and manifold (Edelbrock Performer RPM (#7101-General Motors / #7121-Ford/Mercury)) shall be fitted to cars. *The carburetor shall be identified by the numbers "4776". Additional numbers stamped on the horn section of the carburetor, such as "-X" (indicating the die lot number for that carburetor) and "XXXX" (up to 4 digits indicating the day of the year the carburetor was produced along with the year in the decade it was produced) shall not be used to identify the carburetor.* Two carburetor base gaskets may be used, one on each side of the insulator.

3. #15343 (American Sedan Committee) Clarification for 93-97 and 98-02 Camaro/Firebird RP Spec Lines

In AS, change the Camaro and Firebird spec line as follows:

Chevrolet/ Pontiac Camaro & Firebird (93-97) <i>5.7L V-8 (Iron Block, Aluminum Heads) LT1, 2 valves per cylinder Restricted Prep.</i>	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62	12.2 x 1.27 Disc	3200	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8 . Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8 . GM Performance Parts camshaft Kit P/N-12480002 is permitted. 98-02 stock brakes and/or spindles/knuckles may be used. <i>Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted.</i>
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Chevrolet/ Pontiac Camaro & Firebird (98- 02) <i>5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder</i> Restricted Prep.	101.1	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	12.2 x 1.27 Disc	3300	Max. wheel size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8 . <i>Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted.</i>
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4. #15422 (American Sedan Committee) Clarify RP Engines: Cadillacs, 10-13 Camaro, GTO, Mustangs
Update American Sedan Specification Lines for All RP cars (except 93-97 and 98-02 Camaros/Firebirds which were updated in letter #15343) to clarify approved engines.

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-05) Restricted Prep. <i>5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/ cylinder</i>	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	275 Tire: 3470, 295 Tire: 3520	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column). Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.
Cadillac CTS-V (06-07) Restricted Prep. <i>6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/ cylinder</i>	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	275 Tire: 3520, 295 Tire: 3570	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column) Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.
Chevrolet Camaro SS (V8) (10-13) Restricted Prep. <i>6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder</i>	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2Vented Disc	275 Tire: 3600 295 Tire: 3650	Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 54mm flat plate restrictor required.
Ford Mustang Cobra and GT (94-95) Restricted Prep. <i>5.0L V8 (Iron Block, Iron Heads), 2 valves per cylinder</i>	101.3	3.35, 1.99, 1.33, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3300	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Cobra R (1995) Restricted Prep. <i>5.8L V8 (Iron Block, Iron heads), 2 valves per cylinder</i>	101.3	3.27, 1.98, 1.34, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3400	Max. Wheel Size: (F)17 x 9 (R)17x10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.
Ford Mustang Cobra and GT (96-98) Restricted Prep. <i>4.6L V8 GT: (Iron Block, Aluminum heads), 2 valves per cylinder Cobra: (Aluminum Block, Aluminum Heads), 4 valves per cylinder</i>	101.3	3.37, 1.99, 1.33, 1.00, 0.67	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <i>Either engine listed permitted for any car classified in this specification line.</i>
Ford Mustang Cobra (99-02) Restricted Prep. <i>4.6L V8 Aluminum Block, Aluminum Heads), 4 valves per cylinder</i>	101.3	3.37, 1.99, 1.33, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3300	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.
Ford Mustang GT (99-04) Restricted Prep. <i>4.6L V8 (Iron Block, Aluminum heads), 2 valves per cylinder</i>	101.3	3.37, 1.99, 1.33, 1.00, 0.68	(F) 276/330 Vented Disc (R) 266 Vented Disc	3250	Max. Wheel Size: 17 X 9. Stock brakes or Ford 13" Brembo (Ford Racing Part M-2300-X) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Cold Air Intake allowed. Replacement manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 O.D., measured at any tube location one (1) inch from the flange of the collector.
Ford Mustang Mach 1 (03-04) Restricted Prep. <i>4.6L V8 (Aluminum Block, Aluminum Heads), 4 valves per cylinder</i>	101.3	3.38, 2.00, 1.62, 1.27, 1.00, 0.79	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.
Ford Mustang Coupe GT 4.6L (05-10) Restricted Prep. <i>(Aluminum Block, Aluminum Heads), 3 valves per cylinder</i>	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 316/355 Vented Disc (R) 300 Vented Disc	3250	Max. Wheel Size: 18 X 9.5. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep. (Aluminum Block, Aluminum Heads), 4 valves per cylinder	107.1	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 335/355 Vented Disc (R) 300 Vented Disc	275 Tire: 3500 295 Tire: 3550	Max. Wheel Size: 18 x 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 54mm flat plate restrictor required.
Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 2005-2006, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57	(F) 320 Vented Disc (R) 286 Vented Disc	LS1: 3300 LS2: 3350	Max. Wheel Size: 17 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <i>Either engine listed permitted for any car classified in this specification line.</i>

B-Spec
None.

Formula/Sports Racing

FA

1. #15082 (SCCA Staff) Mazda 2.3 Restrictor

In FA, spec line N. Ford Duratec/ Mazda, clarify the restrictor as follows:

32mm *SIR*

FM

1. #15407 (Formula/Sports Racing Committee) Update MSD part #

In section 9.1.1.E.5.D, add the following part number:

"The use of the MSD (P/N 6446 only) 6T spark box, MSD Soft Touch limiter, or MSD (P/N 6420 - 6AL), *or MSD (P/N 6430 – 6ALN)* is mandatory. Location of the spark box and limiter is unrestricted, provided that access to visually inspect and remove the limiter chip is not impeded. A 6600 rpm limiter chip is standard. A maximum rpm of 6850rpm is allowed. Competitors may use adjustable rev chip (Moses Smith Racing part # 080-135). Competitors are advised that MSD chip function may vary with temperature, and should take measures to ensure compliance at all times."

2. #15408 (Formula/Sports Racing Committee) Allow Alternate Front Suspension Components

Add 9.1.1.E.11.I:

1. Allowable Lower Control Arm Configurations

1. Original Front Lower Control Arm Moses Smith Racing P/N 000-118 can only be used with Camber Sleeve Moses Smith Racing P/N 000-119 and Camber Nut Moses Smith Racing P/N 000-120 with no modifications to any of the parts.

2. Updated Front Lower Control Arm Moses Smith Racing P/N 000-158 can only be used with Updated Camber Sleeve Moses Smith Racing P/N 000-159 and Camber Nut Moses Smith Racing P/N 000-160 with no modifications to the parts.

3. Original Rear Lower Control Arm Moses Smith Racing P/N 020-110 can only be used with Camber Sleeve Moses Smith Racing P/N 000-119 and Camber Nut Moses Smith Racing P/N 000-120 with no modifications to any of the parts.

4. Updated Rear Lower Control Arm Moses Smith Racing P/N 000-133 can only be used with Updated Camber Sleeve Moses Smith Racing P/N 000-159 and Camber Nut Moses Smith Racing P/N 000-160 with no modifications to the parts.

P1

1. #15109 (David Locke) 4 cycle Motorcycle Based 1455cc engine

In P1 Engine Table, line F, add to the notes columns as follows:

"May run 38mm restrictor at 1075 lbs. min weight."

In P1 Table 1 (Spec Line Cars), remove Spec Line G in its entirety.

2. #15110 (David Locke) 4 cycle Motorcycle Based 1615cc engine
In P1 Engine Table, line G, add to the notes as follows:

"May run 35mm restrictor at 1125 lbs. min. weight."

In P1 Table 1 (Spec Line Cars), remove Spec Line F in its entirety.

3. #15111 (David Locke) P1 Table L - 2000cc engine restrictors
In P1, Table L, line L3, change the SIR/Weight column as follows:

~~33mm~~ 32mm

In P1, Table L, line L4, change the SIR/Weight column as follows:

~~34mm~~ 30mm

4. #15112 (David Locke) 4 cycle, 4 valve 1615cc minimum weight

In P1, line H, change the weight as follows:

~~1350~~ 1400

5. #15113 (David Locke) P1 Table 1 (Spec Line Cars) - Staudacher spec line

In P1, Table 1 (Spec Line Cars), remove line B (Staudacher Homologated before 1/1/2014) in its entirety.

6. #15114 (David Locke) Display of engine size and restrictor size

In section 9.1.8.B.1.J. (P1), add a new section 12 as follows:

"All cars shall display their engine size from the applicable Spec Line and the size of their required restrictor, if any, in a manner that is clearly legible to the scrutineers at the scales."

In section 9.1.8.C.1.L.g. (P2), add a new section 4 as follows:

"All cars shall display their engine size from the applicable Spec Line and the size of their required restrictor, if any, in a manner that is clearly legible to the scrutineers at the scales."

7. #15406 (Formula/Sports Racing Committee) Revised engine and spec line table

This letter covers #15109, 15110, 15111, 15112 and #15113. Individual letters sent with responses shown below.

#15109 - In P1, line F (1455cc), add to the notes as follows:

"May run 38mm at 1075 lbs. min. weight"

In P1, remove spec Line G in its entirety.

#15110 - In P1, line G (1615cc), add to the notes as follows:

"May run 35mm at 1125 lbs. min. weight"

In P1, remove Spec Line F in its entirety.

#15111 - In P1, Table L, line L3 (2000cc - 10:1 maximum compression ratio), change the restrictor/weight as follows:

~~33mm/1400~~ 32mm/1400

In P1, Table L, line L4 (2000cc - unrestricted compression ratio): change the restrictor/weight as follows:

~~34mm/1400~~ 30mm/1400

#15112 - In P1 line H (1615cc 4-valve): change the weight as follows:

~~1350~~ 1400

#15113 - In P1, Table 1, remove Spec Line B (Staudacher Homologated before 1/1/2014) in its entirety.

GCR

1. #14848 (Terry Ozment) Change requested regarding Nationwide Points

In section 3.7.3.A.1.c clarify as follows: "The National Championship Runoffs will serve as the *final* tie breaker if needed. 3.7.2.A, 3.7.2.B and 3.7.2.C apply to the Nationwide Point Standings. "

2. #15284 (John Bauer) Clarify Alternate Roll Cage Language 9.4.5.F

Clarify section 9.4.5.F as follows:

"Any roll hoop design which does not comply with the specifications in 9.4.5, will only be considered if it is accompanied by engineering specifications signed by a registered engineer *stating that the design meets the stress loading requirements below.* No alternate roll hoop will be considered unless it contains a main hoop having a minimum tubing size of 1.375" x .080" wall

thickness. The roll bar must be capable of withstanding the following stress loading applied simultaneously to the top of the roll bar: 1.5 (X) laterally, 5.5 (X) longitudinally in both the fore and aft directions, and 7.5 (X) vertically, where (X) = the minimum weight of the car.”

Grand Touring

GTL

1. #14938 (Grand Touring Committee) E&O for letter 14388

In GTL, Nissan Engines, R16 (Limited Prep), correct the engine type as follows:

SOHC *4 cyl OHV*

Improved Touring

ITB

1. #12125 (Ricardo Velez) Add 4G93 Mirage 1993-1996 to spec line

In ITB, classify the Mitsubishi Mirage as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mitsubishi Mirage 1.8L coupe (93-96)</i>	<i>4 Cyl SOHC</i>	<i>81.0 x 89.0 1834</i>	<i>(I) 30.0 (E) 27.0</i>	<i>9.5</i>	<i>96.1</i>	<i>15</i>	<i>3.363, 1.947, 1.285, 0.939, 0.777</i>	<i>(F) 236 x 18 ventilated Disc (R) 180 Drum</i>	<i>2355</i>	

Production

1. #15300 (Eric Prill) Please correct FP Miata track

In FP Mazda Miata 1.6L (90-97), change the track as follows:

1479 *59.7"* 1494 *60.4"*

Spec Miata

1. #15423 (SCCA Staff) Clarify the SM Plunge Cut

In 9.1.7.C.1.f.3, clarify the plunge cut allowance as follows:

“The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut *must be concentric with the valve guide axial centerline, and* cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.”

Note: this was published in Racing Memo RM 14-20 on 11-3-14.

Super Touring

ST

1. #13671 (James Clay) Request to allow BMW SpecE46 cars

In STU, classify the Spec E46 BMW as follows:

STU	Max Displ.	Minimum Weight	Notes
<i>BMW Spec E46</i>	<i>see rules</i>	<i>2850</i>	<i>The Spec E46 rules are available here: http://scca.cdn.racersites.com/prod/assets/Spec%20E46%20Rules%20and%20Regulations.pdf</i>

2. #14521 (Super Touring Committee) Clarify ST World Challenge and Allowance/requirement Tables

In STU, Replace Tables A and B with the following:

Table A: Alternate Vehicle and Engine Requirements

Table A, Requirements specifies deviations from the STCS that competitors are **required** to do if they are running the following cars, engines, and/or combinations. All other GCR/STCS specs apply, except as noted below.

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>GM Ecotech LNF</i>	<i>2000</i>	<i>2820</i>	<i>34mm TIR required. FWD applications may use TIR chart.</i>
Mazdaspeed Miata	1839	Chart - 2mm	

Table B: Alternate Vehicle and Engine Allowances

Table B, Allowances specifies deviations from the STCS that competitors are **allowed** to do if they are running the following cars/engines/combinations. If the competitor chooses an allowance from the below table they are required to meet all spec line notes. All other GCR/STCS specs apply, except as noted below.

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Audi A4 Turbo	1797	Chart	K04 turbocharger permitted.
		3050	IHI VF30 turbo with 35mm turbo inlet restrictor permitted.
BMW E36 M3 (95-99)	3200	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
BMW E46 3 Series	2500	Chart	Adaptor BMWAD1 or BMWAD2 permitted to mate M50 throttle body to M54 intake manifold.
<i>BMW S14B20</i>	<i>1990</i>	<i>Chart</i>	<i>Must meet all STU engine regulations</i>
Chevy Camaro	3790	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Chevrolet Cobalt /Cavalier (Super Charged)	1998	2650	GM stage 2 kit allowed. OEM Camshaft lift.
Dodge SRT4	2458	Chart	Mitsubishi TD05HR-15GK2 turbo charger permitted.
Ford Mustang	3797	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
	4000	3300	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Honda S2000		Chart	K series engines allowed with stock S2000 intake manifold and throttle body. <i>Alternate differential cover Evasive motorsports #EVS-AP-DIFF-HC is permitted.</i>
<i>Improved Touring Vehicles (1985-)</i>	<i>See GCR 9.1.3</i>	<i>See GCR 9.1.3</i>	<i>Must completely conform to ITCS requirements.</i>
Lexus IS 300	2800	3080	Maximum bore: 87mm; maximum stroke: 78mm.

Lotus Elise SC/ Lotus Exige SC	1796	2200	Stock <i>supercharger</i> pulley and injectors permitted at 2200lbs.
		2400	Minimum <i>2.9" supercharger</i> pulley, open injectors, OEM camshaft at 2400 lbs
<i>Mazda 13B</i>	<i>NA</i>	<i>2300</i>	<i>Street porting allowed, contact SCCA Technical Services for details. Fuel injection or 1 Auto-type 2 barrel carburetor with 42mm chokes on a "dual-y" manifold.</i>
<i>Mazda Renesis</i>	<i>NA</i>	<i>2300</i>	<i>No porting allowed. Alternate 70mm choke throttle body from the following list allowed: OE from 1996-2004 Mustang 4.6 liter V8; BBK #1700 (e.g., Summit #BBK-1700); Summit #227204; Trickflow #24070 1" thickness max manifold adapter allowed.</i>
Mazda 12A Street Port	NA	2250	
Mazda 13B Bridge Port	NA	2600	
Mercedes CLK	2300	3200	
Mini Cooper S SC	1598	<i>1900</i>	Stock supercharger pulley
		<i>2100</i>	<i>JCW Pulley permitted.</i>
Nissan 350Z	3000	3300	Nissan VQ30, 93.0 bore by 73.3 stroke
<i>Nissan SR20DET</i>	<i>2000</i>	<i>Chart -2mm</i>	
Pontiac Firebird	3790	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Pontiac Solstice/Saturn Sky	2400	<i>Chart</i>	May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.
<i>Rocky Mountain Division SpecM3 cars</i>	<i>See class regs</i>	<i>See class regs</i>	<i>Must completely conform to the 2011 SpecM3 regs. Competitors must have a copy of the 2011 rules in their possession.</i>
Scion FR-S	2000	Chart	4U-GSE engine may use OEM 12.5:1 compression ratio.
Scion TC SC	2362	2300	TRD supercharger kit allowed. OEM camshaft lift.
Subaru BRZ	2000	Chart	FA20 engine may use OEM 12.5:1 compression ratio.
<i>Subaru BRZ/ Scion FRS</i>	<i>2000</i>	<i>2970</i>	<i>Jackson Racing S/C Kit, part # 000-07-300 Permitted.</i>
<i>Toyota 4AGZE</i>	<i>1587</i>	<i>1955</i>	<i>Permitted with stock supercharger.</i>
Volkswagen GTI/GLI	1984	Chart	K04 turbocharger permitted.
<i>Volkswagen Jetta Mk4</i>	<i>1805</i>	<i>Chart</i>	<i>IHI VF30 Turbo Permitted</i>
World Challenge Spec* Acura Integra Type R		2475	VTS v2 dated 1.09.2010
World Challenge Spec* Acura RSX Type S		2670	VTS v1 dated 2.24.2009
World Challenge Spec* Acura TSX (04-08)		2975	VTS v1 dated 2.24.2009 52 mm restrictor per WC Appendix A
World Challenge Spec* Acura TSX (09-11)		2870	VTS v4 dated 3.13.2009. 2009 VTS only; no 2010-11 specs permitted. 50 mm restrictor per WC Appendix A
World Challenge Spec* Ford Focus Coupe		2677	VTS v1 dated 2.24.2009

World Challenge Spec* Ford Contour/ Mercury Cougar (96-00)		2750	VTS v3 dated 6.16.2002
World Challenge Spec* Mazda 6		2975	VTS v3 dated 7.15.2009 52.5 mm restrictor per WC Appendix A
World Challenge Spec* Mazda MX5 (2005-)	2489	2500	VTS dated 1/15/2013. Must meet STCS Ride Height.

In STL, Replace Tables A and B with the following:

Table A: Alternate Vehicle and Engine Requirements			
<i>Table A, Requirements specifies deviations from the STCS that competitors are required to do if they are running the following cars, engines, and/or combinations. All other GCR/STCS specs apply, except as noted below.</i>			
STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Acura/Honda B18C, B18C5, B18C6, C18C7</i>		<i>Chart + 2%</i>	<i>Any porting and or polishing of intake and or exhaust ports outside of the GCR 9.1.4.2.B.3, 1" port matching allowance, factory or otherwise, is prohibited. Must meet all STL other specifications.</i>
<i>Honda F20C</i>		<i>Chart + 2%</i>	<i>50 mm flat plate restrictor required. Must meet ALL STL regulations.</i>
Honda K20		Chart	50mm Flat Plate restrictor required. Honda throttle body #16400-RAA-A130 and Karcepts adaptor #KIM01 may be used.
Mazda MZR		Chart	55mm flat plate restrictor required.
Mazda 12A		2150	No porting or port matching is permitted. The 5th and 6th intake port actuators and valves may be removed or disabled.
Mazda 13B		2589	No porting or port matching is permitted. The 5th and 6th intake port actuators and valves may be removed or disabled.

Table B: Alternate Vehicle and Engine Allowances			
<i>Table B, Allowances specifies deviations from the STCS that competitors are allowed to do if they are running the following cars/engines/combinations. If the competitor chooses an allowance from the below table they are required to meet all spec line notes. All other GCR/STCS specs apply, except as noted below.</i>			
STL	Maximum Displacement (cc's)	Minimum Weight	Notes
BMW S14B20	1990	Chart + 2%	Must meet all STL engine regulations
ITA-spec and ITS-spec RX7	See GCR 9.1.3	See GCR 9.1.3	Must completely conform to ITCS specifications.
ITS, ITA, ITB, or ITC vehicles with a reciprocating piston engine of 2.0L or less engine displacement, 1985+	See GCR 9.1.3	See GCR 9.1.3	Must completely conform to ITCS specifications.

Pontiac Solstice/Saturn Sky		Chart	May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.
Spec Miata vehicles	See GCR 9.1.7	See GCR 9.1.7	Must completely conform to SMCS specifications, except spec tire not required.
Toyota 2ZZ-GE	1796	Chart	May use stock 11.5:1 compression ratio.
Toyota 20 Valve 4AGE (Black / Silver Top)	1600	Chart + 2%	Must meet all STL engine regulations.
Volkswagen ABF	1984	Chart	
<i>Acura/Honda B16A</i>		<i>Chart +2%</i>	<i>Must meet all STL engine regulations.</i>
<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. #14702 (James Rogerson) Turbo inlet restrictor weight chart
 In Section 9.1.4.1.H.2, table note, change the language as follows:
 "AWD/RWD cars must ~~deduct~~ *reduce restrictor* size 2 mm from this table."

2. #14706 (Christopher Jurkiewicz) Aerodynamic equality for all cars
 In section 9.1.4.D.4.b, change the language as follows:
 "Factory wings, ~~and~~ spoilers, *underbody diffusers*, and roof vortex generators are permitted, but must be removed if an approved aftermarket wing is installed."

3. #14742 (James Rogerson) Restrictor size for Subaru/Scion with supercharger?
 In STU, Subaru BRZ/ Scion FRS, add the notes as follows:
 "Jackson Racing S/C Kit, part # 000-07-300 permitted *with 110mm SC pulley part #12130-07-R01*"

Touring

T2

1. #15172 (Touring Committee) Correct Bore and stroke for Porsche 996/997
 In T2, Porsche 911/ 997 (06-08), correct the bore and stroke as follows:
~~400.1 x 76.5~~ *3.78 in. (96 mm) Stroke 3.26 in. (82.8 mm)*
 In T2, Porsche 911/ 996 (98-05), correct the bore and stroke as follows:
~~400.1 x 76.5~~ *3.78 in. (96 mm) Stroke 3.26 in. (82.8 mm)*

T2-T4

1. #15181 (Joe Aquilante) Amend rules to include 2014 models...
 In T2, Ford Mustang GT 5.0L (10-12), add the 2013 and 2014 models to the spec line.
 In T3, Ford Mustang V6 (11-13), add the 2014 model to the spec line.

2. #15244 (SCCA Staff) T2 and T3 mustang Notes

In T2, Ford Mustang GT 5.0L (11-12), clarify the notes as follows:
 "17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear. *Rear spring relocation to shock permitted with use of this kit*), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. 57mm flat plate restrictor required. Ford Racing oil pan #M-6675-M50BR permitted. Driveshaft from The Driveshaft Shop part number FDSH22-A-CV1 is allowed."

In T3, Ford Mustang V6 (11-12), clarify the notes as follows:

"The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear. *Rear spring relocation to shock permitted with use of this kit*), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-649-R1, Rear Upper Sho18197-A. The Driveshaft Shop part number FDSH18-A is allowed."

T4

1. #14739 (Ali Naimi) Mazda Miata Helper Spring Wrong Part Number

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

"MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs ~~#0000-04-HLPR-EB~~ *allowed*, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498."

In T4, Mazda MX-5 / Club Model (09-13), correct the notes as follows:

"MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs ~~#0000-04-HLPR-EB~~ *allowed*, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498."

Court of Appeals

JUDGEMENT OF THE COURT OF APPEALS

COA Ref. No. 14-02-RO

October 10, 2014

FACTS IN BRIEF

Following the Touring 2 (T2) race at the 2014 SCCA National Championship Runoffs, a Chief Steward's Action (CSA) was written against a competitor for relocation of the rear spring in a Ford Mustang GT 5.0L (10-12). The competitor protested the action. The SOM found and reported the existence of Racing Memo (RM) 12-08, in which rear spring relocation to shock is permitted with the use of the specified spring kit.

Chief Steward Dennis Dean submitted a Request for action (RFA) requesting that the Court of Appeals review RM 12-08 as an Error and Omission in 2014 GCR 9.1.9.2.D.5.b.2. and T2 Specification Line for Ford Mustang GT 5.0L (2010-2012) on page 846. The RFA solicited a ruling whether to add language included in Racing Memo (RM) 12-08, which was "inadvertently omitted from the GCR".

DATES OF THE COURT

The SCCA Court of Appeals (COA), Laurie Sheppard, Jeffrey Niess and Rick Mitchell, Chairman, met on October 10, 2014, to review, hear, and render a decision on the RFA.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Action from Runoffs Chief Steward, Dennis Dean.
2. Racing Memo No. 12-08.
3. Testimony from Jim Wheeler (Chairman of the Club Racing Board (CRB)).
4. 2012 GCR (December) and 2013 GCR (January).

FINDINGS

The COA heard testimony from Jim Wheeler (Chairman of the CRB), reviewed documents and concluded that while RM 12-08 was present in the December 2012 GCR, it was missing from the January 2013 GCR and all subsequent GCRs. Mr. Wheeler stated that no ensuing official actions by the CRB removed the RM 12-08 language and it should have remained in the GCR.

DECISION

Racing Memo 12-08 permitted rear spring relocation to shock with use of Spring Kit #M-5300-A (including M-5560-A rear), which is the approved suspension kit for T2 Ford Mustang GT 5.0L (2010-2012). The SCCA Court of Appeals concludes that RM 12-08 language specific to the T2 Ford Mustang GT 5.0L (2010-2012) was omitted from the 2013 and later GCR in error, and should be reinstated in the current GCR in total.

JUDGEMENT OF THE COURT OF APPEALS

Tonis Kasimets and Conner Kearby vs. SOM, COA Ref. No. 14-03-RO

October 10, 2014

FACTS IN BRIEF

Following Thursday Qualifying for Formula Atlantic (FA) at the 2014 SCCA National Championship Runoffs, Michael Mallinen protested FA #56, driven by Conner Kearby, for non-compliant bodywork, in that a portion of bodywork had been modified by removal to provide room for a muffler. The Stewards of the Meeting (SOM), Scott Bowman, Kevin Coulter and Cathy Barnard, Chairman, conducted a hearing, upheld the protest and removed Mr. Kearby's Thursday Qualifying times.

Tonis Kasimets, Entrant FA #56, and Mr. Kearby appealed the loss of Thursday Qualifying times.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met on October 10, 2014, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Documents and photographs from the SOM.
2. Technical Inspection Report.
3. Appeal Letter and testimony from Steve Knapp, Crew Member FA #56.

FINDINGS

The COA interviewed Mr. Knapp and Mr. Kasimets, and reviewed photographs and documents provided by the SOM. The photographs, documents and testimony agreed that FA #56 had been modified by removal of a portion of the bodywork to allow for installation of a muffler. GCR 9.1.1.A. Table 2, page 276 states "...The bodywork may not be modified in shape or size..." While the appeal noted that the removed portion was small, the GCR makes no such allowance. The COA finds that FA #56 was non-compliant due to bodywork modification.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. Kasimets' appeal fee will be returned, less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS

Dylan Olsen vs. SOM, COA Ref. No. 14-04-RO

October 11, 2014

FACTS IN BRIEF

On October 10, 2014, during the American Sedan (AS) race at the 2014 National Championship Runoffs, Car #13 driven by Dylan Olsen made contact with Car #21 driven by Aaron Bailey. Mr. Bailey was forced off course but both ultimately continued. Following the race, Mr. Bailey protested Mr. Olsen for the contact citing 2014 GCR 6.11.1.A-D. The Stewards of the Meeting (SOM) Phil Shuey, Kathy Barnes and Tom Brown, Chairman, conducted a hearing and found the contact was avoidable and therefore, Mr. Olsen was in violation of GCR 6.11.1.A. and 6.11.1.D. The SOM penalized Mr. Olsen with loss of position sufficient to place him three (3) positions behind Mr. Bailey and probation for four (4) race weekends.

Mr. Olsen appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met in person on October 10 and October 11, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

Note: all interviews, videos, and documents were conducted, created, and/or received on October 10-11, 2014.

1. Appeal notification, interview, and witness statement from Mr. Olsen.
2. Interview and in-car video (forward and reverse views) from Mr. Bailey.
3. Interview and witness statement from Andy McDermid, driver of Car #24.
4. Interview with SOM Court (Mr. Shuey, Ms. Barnes, and Mr. Brown).
5. Speedcast TV videotape of American Sedan race.
6. Photos of Car #13 and Car #21 provided by the SOM.
7. New witness statements from Carl Clinton, John Blizzard, Kyle Keenan, Michael Yochim, and Craig Hudson.

FINDINGS

Mr. Olsen disagrees that the contact was avoidable and alleges that Mr. Bailey had moved over unexpectedly in an attempt to block a pass. The COA reviewed all documentation, interviewed additional witnesses, and reviewed available video showing the incident. Among the factors considered were vehicle performance and prep level differences which led to different racing dynamics between the two vehicles, the presence of another AS (#24) in the corner at the time of the incident, and the relative

positions of all three cars entering the corner. The COA determined that there was insufficient evidence that any pass attempt had been specifically blocked. Car #24 was having braking issues and took an extreme outside line approaching the turn. The COA believes the relative positions of the three cars as they committed to the turn prevented Mr. Olsen from being fully cognizant of Mr. McDermid's speed and line, causing him also to overestimate Mr. Bailey's speed at the apex.

DECISION

The SCCA Court of Appeals overturns the decision of the SOM. Mr. Olsen's position is reinstated and all penalties, including probation, are rescinded. Mr. Olsen's appeal fee will be returned, less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS

Michael LaBouff vs. SOM, COA Ref. No. 14-05-RO

October 11, 2014

FACTS IN BRIEF

Following the Spec Miata (SM) race at the 2014 SCCA National Championship Runoffs, Michael Collins, driver of SM #75 protested Michael LaBouff, driver of SM #04 for car-to-car contact violating 2014 GCR 6.11.1.A, C, and D. (Rules of the Road). The Stewards of the Meeting (SOM), Gloria Larson, Dan Miklovic and Ken Jones, Chairman, heard testimony, reviewed witness statements, viewed video, determined that Mr. LaBouff had violated GCR 6.11.1.A, C, and D., assessed the penalty of disqualification and assigned four (4) penalty points.

Mr. LaBouff appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Jeffrey Niess and Rick Mitchell, Chairman, met on October 11, 2014, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. SOM – SUMMARY OF ACTION with witness statements, in-car video, and post-race pictures of both SM #04 and SM #75.
2. Appeal Letter and testimony from Mr. LaBouff.
3. Additional Witness Statement from Joe Rombi, SM #48 (dated 10/11/14).
4. Speedcast TV videotape from official race feed of SM Race.

FINDINGS

As Mr. Collins, SM #75, rounded Turn 2, but prior to the second apex of the corner, Mr. Rombi, SM #48, passed Mr. Collins on the left. Mr. LaBouff, SM #04, attempted to follow Mr. Rombi and pass Mr. Collins on the left also. However, Mr. LaBouff's attempt to pass was very late in the corner and just as Mr. Collins was moving to the second apex of Turn 2. Mr. LaBouff contacted Mr. Collins in the left quarter panel, behind the driver's door, pushing Mr. Collins off the racing surface, driver's right. Mr. Collins was unable to continue. Mr. LaBouff stated in his appeal that Mr. Collins was blocking his attempt to pass. The evidence does not support this. Mr. LaBouff's pass attempt was ill-advised.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. LaBouff's appeal fee will be returned, less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS

Robert Schader vs. SOM, COA Ref. No. 14-06-RO

October 11, 2014

FACTS IN BRIEF

On October 11, 2014, at the start of the Super Touring Light (STL) race at the 2014 SCCA National Championship Runoffs, Car #5 driven by Robert Schader and Car #06 driven by Brian Shanfield had contact. After the impact with Car #5, Car #06 also made contact with the inside barrier and was unable to continue racing. Car #5 continued and completed 15 laps of the 20 lap race. The Chief Steward filed a Request for Action (RFA) asking that the SOM investigate the contact and potential violations of 2014 GCR 6.11.1.A-D. by Mr. Schader. The Stewards of the Meeting (SOM) Kevin Coulter, Cathy Barnard and Scott Bowman, Chairman, conducted a hearing and found Mr. Schader guilty of avoidable contact and assigned the penalty of disqualification and placed Mr. Schader on probation for four (4) race weekends.

Mr. Schader appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Laurie Sheppard and Rick Mitchell, Chairman, met in person on October 11 and October 12, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

Note: all interviews, videos, and documents were conducted, created, and/or received on October 11-12, 2014.

1. Appeal notification, interview, and witness statement from Mr. Schader.
2. In-car video from Brian Shanfield (Car #06) and Oscar Jackson (Car #16).
3. Video from the start stand taken by Peter Roberts, Start Videographer.
4. Speedcast TV videotape of STL race.
5. Interview with SOM Court (Mr. Coulter, Ms. Barnard, and Mr. Bowman).
6. Visual inspection of Car #5.

FINDINGS

Mr. Schader disagrees that the contact was avoidable as it occurred at the start of the race when Mr. Schader was surrounded by other cars. The SOM based their decision on the position of the car to Mr. Schader's right and felt Car #5 was not forced left, toward the apex at turn one. Mr. Schader alleged that he was not aware of Mr. Shanfield approaching to his left and was following the normal racing line. The COA reviewed all documentation, interviewed witnesses, and reviewed available video showing the incident. Mr. Jackson's video was the most compelling evidence, as it showed Mr. Shanfield initiating the pass and attempting to hold the position even as the gap between Car #5 and the wall closed. The first contact was by the right front of Car #16 into the left side of Car #5 behind the driver's door.

The COA finds there is ample evidence that Mr. Schader was unaware of Mr. Shanfield coming up alongside. Per 2014 GCR 6.11.1.D. "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaking driver is responsible to be aware that he is being passed and not to impede or block the overtaking car." The COA does not believe Mr. Schader intended to impede or block Mr. Shanfield and that Mr. Schader's attention was appropriately directed at the cars ahead and beside him at the start.

DECISION

The SCCA Court of Appeals overturns the decision of the SOM. Mr. Schader's position is reinstated and all penalties, including probation, are rescinded. Mr. Schader's appeal fee will be returned, less the amount retained by SCCA.

JUDGMENT OF THE COURT OF APPEALS

Mark Drennan, Tyler Kicera, Craig Berry, Joey Jordan, Charlie Hayes, Andrew Carbonell, Jim Drago and Brian Ghidinelli vs. SOM, COA Ref. No. 14-07-RO

October 12, 2014

FACTS IN BRIEF

On October 10, 2014, at the 2014 SCCA National Championship Runoffs, Will Schrader, the driver of Spec Miata (SM) #87 presented a mechanical protest against the following competitors:

Mark Drennan, SM #10

Tyler Kicera, SM #44

Craig Berry, SM #29

Joey Jordan, SM #17

Charlie Hayes, SM #22

Andrew Carbonell, SM #79

Jim Drago, SM #2

Brian Ghidinelli, SM #12

The protest stated that the competitors violated 2014 GCR 9.1.7.C.1.f.4.:

"No aluminum in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated for any reason. It is understood that heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port." Mr. Schrader asserted that the competitors removed material from the short turn radius in the port.

The Stewards of the Meeting (SOM), Barb Knox, Paul Gauzens and Pat McCammon, Chairman, met repeatedly on October 10, 2014 and October 11, 2014, calculated a bond, viewed the cylinder heads and heard witnesses on the protests one at a time. Their decision of the protests was that the heads were not compliant with 9.1.7.C.1.f.4.

The eight competitors are appealing the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met in person on October 12, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter received October 12, 2014.
2. Letter from all appellants asking that the COA hear the appeals as one appeal and all are in agreement that their representatives will be Jim Drago and Dan Tiley.
3. SOM witness statements and documents.
4. Witness statement from Sam Henry (undated).
5. Witness statement from Mike Collins dated October 12, 2014.
6. Witness statement from Dan Tiley dated October 12, 2014.
7. Witness statement from Jim Drago dated October 12, 2014.

FINDINGS

The competitors organized representatives to present an appeal for all of them in order to speed up the process. For this we thank them.

The appeal is in four parts.

1. The protest and findings of the first court are based solely on GCR 9.1.7.1.f.4. which states that no material may be removed or added from the short side radius in the port. GCR 9.1.7.1.f.3. allows a plunge cut to the valve pocket and will remove material from the short side radius. There is no definition to "plunge cut". The COA agrees with this argument that paragraph 3 must be considered for compliance as well as paragraph 4.
2. The appeal argues that "de-burring" is the normal practice after the plunge cut and that any marks within the 12mm plunge cut are legal. The COA sees that the "de-burring" process employed is beyond what a practicing machinist would consider typical and necessary. We disagree that the 12mm depth of the plunge cut is open to what ever machining is desired when paragraph 4 is taken along with paragraph 3.

3. The appellants state that it took 7 inspectors over 5 hours to make a subjective determination based just on paragraph 4. We find that each inspector individually performed a blind review of the cylinder heads which the court feels was very fair and unbiased.
4. The appeal asked us to take into account the fallout of our decision. The COA does not take this into account in our decision but judges on the appeal itself.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. The appellants' appeal fees will be returned, less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS **Dennis Dean vs SOM, COA Ref. No. 14-08-RO** **October 12, 2014**

FACTS IN BRIEF

Following the American Sedan (AS) Race at the 2014 SCCA National Championship Runoffs, Dennis Dean, Chief Steward, filed a Chief Steward's Action (CSA) disqualifying AS #8, Bill Baten, for a non-compliant intake manifold. Mr. Baten protested the CSA. The Stewards of the Meeting (SOM), Kevin Coulter, Cathy Barnard and Scott Bowman, Chairman, conducted a hearing and found car #8 to be compliant per 2014 GCR 9.1.6., AS Spec Line, reversing the disqualification and upholding the protest.

Mr. Dean appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Jeffrey Niess and Rick Mitchell, Chairman, met on October 12, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Documents from the SOM.
2. Technical Inspection Report.
3. Appeal Letter and testimony from Mr. Dean.

FINDINGS

The COA interviewed Mr. Dean, Mr. Baten, Jim Wheeler, Chairman of the Club Racing Board, and other witnesses.

The CSA held that the intake manifold on AS #8 (a 2001 Chevrolet Camaro) was non-compliant as it was not an Original Equipment Manufacturer (OEM) part for the base Camaro on the Camaro & Firebird (98-02), Restricted Prep. Spec Line.

The SOM ruled that the intake manifold was an OEM part for the SS version, and the Spec Line does not distinguish trim levels for these cars.

The appeal is based on the interpretation that the Camaro SS is a different model than the base Camaro or than the Camaro with the Z28 option package.

The COA finds that the AS Spec Line does not stipulate trim levels for 1998-2002 Camaro and thus includes all versions then available. The COA rules that a reasonably knowledgeable person would not make the distinction that the Z28 was an option package on the base Camaro, but that the SS was a different model of Camaro. Mr. Baten's car with this intake manifold is, therefore, deemed compliant.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM.

JUDGEMENT OF THE COURT OF APPEALS

**Tim Barber and Kyle Kaiser vs. SOM, COA Ref. No. 14-09-RO
October 12, 2014**

FACTS IN BRIEF

Following the Spec Miata (SM) Race at the 2014 SCCA National Championship Runoffs, Dennis Dean, Chief Steward, filed a Chief Steward's Action (CSA) disqualifying SM #88, Kyle Kaiser, for a non-compliant cylinder head. Tim Barber, Entrant of SM #88, protested the CSA. The Stewards of the Meeting (SOM), Paul Gauzens, Pat McCammon, and Barbara Knox, Chairman, conducted a hearing and found SM #88 to be non-compliant per 2014 GCR 9.1.7.C.1.f.5., upholding the disqualification and denying the protest.

Mr. Barber appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Laurie Sheppard, and Rick Mitchell, Chairman, met on October 12, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Report and Action summary from the SOM.
2. Copies of witness statements provided by the SOM.
3. Observation of repeated measurements of the cylinder head in question as well as a stock exemplar cylinder head, and interviews with Tech personnel.
4. Appeal letter and testimony from Mr. Barber.

FINDINGS

The COA interviewed Mr. Barber, Mr. Dean, Dave Kettler, Chief of Tech, and John Bauer, Club Racing Technical Manager. The COA found that the Go/No-Go Measurement Tool met the required specs, was used in a proper and repeatable process, and that the cylinder head of SM #88 was non-compliant, in that the valve relief fly cut was beyond that allowed by GCR 9.1.7.C.1.f.5. The COA further observed that there is not a set of written instructions for the use of the Go/No-Go Tool. Despite this, the measurements performed for this court were repeatable, all cylinder heads were measured by the same person, and it was clear to the COA that the use of the tool was fair.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. Barber's appeal fee will be returned, less the amount retained by SCCA. The Club Racing Office has been asked, in the interest of clarity, to develop operating instructions for the Go/No-Go Tool.

JUDGEMENT OF THE COURT OF APPEALS

**Richard Rigda vs. SOM, COA Ref. No. 14-10-RO
November 4, 2014**

FACTS IN BRIEF

Following the Touring 2 (T2) race at the 2014 SCCA National Championship Runoffs, Richard Rigda, driver of Car #3, filed a protest against Addison Lee, driver of Car #89, for an on-track incident. Also, Chief Steward, Dennis Dean, filed a Request for Action (RFA) for the same on-track incident.

The Stewards of the Meeting (SOM), Dan Miklovic, Ken Jones, and Gloria Larson, Chairman, held a hearing on both actions together and ruled the incident to be a racing incident only. On October 12, 2014, around midday, the Chairman of the SOM notified Mr. Rigda of the decision by voice mail because Mr. Rigda had left the track. On Thursday, October 16, 2014, Mr. Rigda

submitted an appeal of the SOM action to the Club Racing Department in Topeka, KS.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Tom Hoffman and Rick Mitchell, Chairman, met by conference calls on October 28 and November 4, 2014 to review Mr. Rigda's submission.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Rigda dated October 16, 2014.
2. SOM documents dated October 12, 2014 at 11:15 AM.
3. Emails from Janet Farwell, SCCA Club Racing Manager.
4. 2014 General Competition Regulations (GCR), 2014 Runoffs Supplemental Regulations and 2014 MotorsportReg Entry Form.

FINDINGS

When Mr. Rigda registered online, he agreed to the following provisions on the MotorsportReg Entry Form:

"... The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary (sic) Regulations..."

The Supplemental Regulations for the 2014 Runoffs (issued online on March 24, 2014) state, in part:

"13.4. Appeals: ...As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives his right to be heard and/or to call witnesses...The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision..."

The COA finds no provision in either the GCR or the Supplemental Regulations whereby the appeal time limit may be extended. The COA is bound by the GCR and Supplemental Regulations for the event.

The SOM (First Court) decision was announced on October 12, 2014 and Mr. Rigda was advised of their decision on that date. Since Mr. Rigda submitted his appeal on October 16, 2014, his appeal was outside the one (1) hour limit.

DECISION

Mr. Rigda's appeal is not timely. The Court of Appeals cannot hear Mr. Rigda's appeal. Mr. Rigda's entire appeal fee will be returned.

Judgment of the Court of Appeals Cliff Brown vs. SOM, COA Ref. No. 14-11-SE November 11, 2014

FACTS IN BRIEF

At the conclusion of qualifying sessions for the Group 7 Race for Spec Miata (SM) at the SCCA Invitational Challenge (SIC) event held at Daytona International Speedway on September 28, 2014, SM competitor Cliff Brown filed three (3) mechanical protests requesting that the compression ratio be checked, using the Katech Whistler tool, on the cars of three (3) competitors. The Stewards of the Meeting (SOM) Sherri Croyle, Philip Croyle and Robert Henderson, Acting Chairman, authorized the inspection of the cars.

The Chief Scrutineer under the observation of the SARRC Series Administrator completed the inspections with the valve covers off. Two of the cars were judged to be non-compliant for compression standards. A decision was made to disallow the qualifying times of those two cars, but to permit them to start from the back of the grid for the upcoming Group 7 Race. Mr. Brown was informed verbally of the decision. In the interim, three additional SM cars were protested and inspected using the same procedure. Those cars were also found to be non-compliant.

Officials sought to verify that the testing procedure employed in all inspections was correct. During this process, a decision was made (1) to allow all those cars that tested as non-compliant to begin the race from their original positions as qualified, and (2) all those cars would be re-inspected post race. The SOM informed Mr. Brown of their altered decision. Mr. Brown alleges that he then informed the Chief Steward of his desire to file a new protest requiring the cylinder heads of those non-compliant cars to be measured by the more extensive volume process. Mr. Brown also alleges that the Chief Steward informed him that his request was not within the time limits required by the 2014 GCR.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Laurie Sheppard and Tom Hoffman, Acting Chairman, met by conference call on October 27, 2014 and on November 4 and 11, 2014, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Letter from Mr. Cliff Brown, received October 7, 2014.
2. Observer's Report and related documents, received October 20, 2014.
3. Letter from Sherri Croyle, received October 28, 2014.
4. Letter from Leland Miller, Chief Steward, received October 29, 2014.
5. Letter from Jim Creighton, SARRC Administrator, received November 3, 2014.
6. Letter from Rick Mitchell, Safety Steward, received October 29, 2014.

FINDINGS

In his Letter of Appeal, Mr. Brown alleges that he was denied due process, and cites three points:

- 1) The Chief Steward allowed non-compliant cars to come to the start line of a race.
- 2) The SOM arbitrarily changed their decision without hearing him (the protestor).
- 3) The Chief Steward failed to accept his new protest even though he is required to receive it and transmit it to the SOM.

After extensive scrutiny, the COA found that the officials at the event made their ultimate decision on compliance of all protested cars based upon their prior experience and written procedures for the Katech Whistler that they had in hand at the track. The SARRC Administrator and the COA have indeed verified the existence of a revised procedure posted rather obscurely on the SCCA web site. The wording of that procedure suggests, but does not require, the removal of valve covers when testing overhead cam engines. The COA is also aware that the use of the Whistler on SM cars has been a topic of public debate for more than a few years.

The COA finds that the SOM should have heard the testimony of Mr. Brown in consideration of an altered decision.

Mr. Brown is correct when he states that the Chief Steward is required to receive his protest and transmit it to the SOM to judge timeliness. (2014 GCR 8.3.1.E. and F.) The COA found contradictory claims by the CS and the Appellant that we could not resolve.

DECISION

The COA cannot reassemble the event or provide the relief to Mr. Brown that he may deserve. This appeal has called attention to certain inadequacies in publication, communication and execution of procedures. These will be addressed at the National and Divisional levels in the hope of providing a better experience for our competitors.

The COA urges Divisional Administrators to expect and demand timely positive notification of changes to published procedures and directions that are stated in precise language, which they will then promptly share with their volunteers.

The COA again reminds Chief Stewards and Stewards of the Meeting of their obligations concerning acceptance and submission of protests per 2014 GCR 8.3.1.E. and F. The Chief Steward must accept the protest and transmit it to the SOM, who are the only ones who may assess timeliness.

Mr. Brown's entire appeal fee will be returned.

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL

MINUTES

11/12/2014

➤ Expected Participants:

Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Matthew Yip, Roy Mallory, Brian McCarthy, Robin Langlotz, Heyward Wagner

➤ Reports:

BoD Report

➤ Ongoing Business:

Letter log review

TT Safety Committee

- Option to dissolve but task members as necessary
- Request participation in the Training Committees:
 - Driver Instructor Training
 - License required?
 - Mandatory or Voluntary?
 - Not required to hold a PDX
 - Track Inspection
 - Classes offered by invitation only

Convention topics

- Success stories - testimonials

Self stated medical

- Medical exam requirement removed for Road Racing licensing effective in 2015
Carryover to Time Trials program, eliminating medical exam

➤ New Business:

Experimental Programs

- Track Night America
 - Create PDX as centerpiece of an evening event
 - Inclusive for all skill levels
 - Pace laps available at no-cost
- PDX/Time Trials - Branding

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | November 5, 2014

The RallyCross Board (RXB) met via conference call on November 5. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Tere Pulliam, BOD liaison, 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 summarized eight incident reports addressed by the Safety Committee over the past month. None required extensive inquiry or further action, and none resulted in any injuries.
- RallySprints Committee (Brent Blakely): Blakely continues to search for suitable pilot-event sites. The Committee is considering sites in the Northwest, Northeast, Colorado and Texas. Blakely expressed concern about conducting events on roads that may not provide adequate spectator access control. He prefers sites that are closed-courses and private property. High-speed potential is also a concern that will need to be addressed.
- Divisional RallyCross Steward Liaison (Stephen Hyatt): Hyatt reported on a short and sparsely attended Divisional RallyCross Steward meeting. Most of the discussion revolved around the recent RallyCross National Championship event.

Tere Pulliam, liaison from the BOD, notified the RXB that Mike Jiang had been appointed Southwest Divisional RallyCross Steward effective immediately.

Old Business

- 2015 RXB membership: The RXB continued to discuss the composition of RXB members for 2015 and is looking for replacement members. Anyone interested may contact the RXB at rxb@scca.com.
- 2014 RallyCross National Championship survey review: A PowerPoint of the survey results is posted at SCCA.com for anyone interested. The RXB discussed the results and the possible areas to improve future RallyCross National Championship events. The RXB also discussed organizing committee options. Hyatt would like a committee composed of non-RXB members (other than a liaison), chosen and in operation by January and to be responsible for choosing the chiefs for the event. Several site possibilities for 2015 were also discussed along with follow-up plans for those potential sites.

New Business

- 2015 RallyCross Rules (RXR) proposals: Keith Lightfoot, liaison to the Rules Committee, presented the 2015 RXR change proposals. Each proposal was reviewed, along with member and Rules Committee comments and adjusted as deemed appropriate by the RXB. Chairman Hyatt called for a vote on each proposal. The results are listed below. Those proposals that passed the RXB vote will be referred to the BOD for final approval before being added to the 2015 RXR.

1. Allow tire pressure monitoring systems to be disabled in Stock classes.

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

19. Tire pressure monitoring systems (TPMS) may be disabled. Altering the signal to the TPMS is permitted.

- PASSED 5-0-1. Elliott absent.

2. Allow the addition of a rear trailer hitch in Stock classes.

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

20. Vehicles may add one rear trailer hitch/receiver that may serve no other purpose. Factory tie downs and cosmetic pieces may be modified or removed only to the extent necessary to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

- PASSED 5-0-1. Elliott absent.

3. **Allow additional or alternate coolant expansion tanks and oil catch tanks in Stock classes.**

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

21. Additional or alternate coolant expansion tanks and oil catch tanks are allowed, provided vehicle mass is not reduced and the function of associated systems remains unchanged. Installations are limited to the engine bay, allowing no structural modification beyond any fastener holes necessary to secure tanks and fluid lines.

• FAILED 0-5-1. Elliott absent.

4. **Allow adjustable shocks/struts in Stock classes for vehicles originally equipped with non-adjustable dampers.**

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

13. Shocks/dampers may be replaced with unmodified OEM or unmodified, mass-produced aftermarket replacement units intended by the manufacturer for the specific year, make and model used. Rebuilds are allowed but only if the shock/damper is rebuilt to its original specifications (i.e. no re-valving). The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. ~~Adjustable dampers are only allowed if the OEM unit was adjustable and must retain the same number of adjustments or fewer as OEM.~~ Replacement dampers are limited to no more than two (2) external damper adjustment controls or the number of OEM external adjustment controls, whichever is greater. Remote reservoir shocks are only allowed if they are exact OEM units.

• FAILED 0-5-1. Elliott absent.

5. **Allow additional ducting, bodywork, shields, fans, and skid plates to manage airflow in the engine bay of mid-engine and rear-engine vehicles in Stock classes.**

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

22. Additional ducting, bodywork, shields, fans, and skid plates may be added contiguous to the engine bay of mid-engine and rear-engine vehicles. Any such additions shall serve no other purpose than to control or reduce dust/dirt entering the engine bay.

• FAILED 0-5-1. Elliott absent.

6. **Allow removal or modification of non-metallic fender well liners and underbody shields in Prepared classes.**

6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

24. Non-metallic fender/wheel well liners may be modified or removed. Ground-facing non-metallic shields beneath the engine compartment may be modified or removed, provided they are forward of the passenger compartment and not integrally molded to the front bumper or valance.

• PASSED 5-0-1. Elliott absent.

7. **Allow removal of factory audio equipment in Prepared class.**

6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

25. Factory audio equipment may be removed.

• FAILED 1-4-1. Elliott absent.

8. **Allow replacement of airbag-equipped OEM steering wheels in Prepared classes.**

6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

23. ~~For vehicles not originally equipped with steering wheel airbags,~~ Alternate steering wheels and their attachment mechanisms are allowed.

• PASSED 5-0-1. Elliott absent.

9. **Allow hybrid and electric vehicles in Modified classes.**

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

5. Any engine may be used but must be internal combustion. Production-based hybrid vehicles (e.g. Toyota Prius) and production-based electric vehicles (e.g. Nissan Leaf) are allowed, but electric power plant components and wiring shall not be altered or modified.

• PASSED 5-0-1. Elliott absent.

10. **Require functioning driver & passenger doors in Modified classes.**

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

3.d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed, however, the driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality as to allow safe ingress/egress. Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.

• PASSED 5-0-1. Elliott absent.

11. **Prohibit removal of rear glass from convertible hardtops in Modified classes.**

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

3.e. Side and rear windows may be removed or replaced with Lexan or equivalent, however, removal of the rear window from a convertible hardtop is prohibited. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.

• PASSED 5-0-1. Elliott absent.

12. **For safety reasons, add requirement that exhaust must exit the body in a specified manner in all classes.**

6.3 VEHICLE/DRIVER SAFETY

R. The exhaust system must be free of any leaks and must exit at least one (1) inch outside the body if exiting through a body panel or no more than twelve (12) inches inboard of the vertical plane of the body if exiting underneath the body.

• FAILED 0-5-1. Elliott absent.

13. **Update vehicle classification requirements for local classes.**

6.2 VEHICLE CLASSIFICATION

A. All vehicle classifications as listed in Article 6 must be offered to entrants at all RallyCross events to allow scoring for National awards. However, Organizers of Regional or Divisional events may also offer and score local add or combine classes as they deem necessary to meet local demand. Event organizers realize that a dual-scoring system must be used to score events both for local points and for Divisional and National championships (when applicable). Local classes to be run must be listed on the sanction application. (Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)

ARTICLE 4 MANDATORY PROVISIONS (Mandatory for all SCCA sanctioned RallyCross events.)

4.1 Articles 1 (all), 2 (all), and 3 (all), 4 (all), 5 (all except 5.2.E) 6.1, 6.2A and B, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

• PASSED 5-0-1. Elliott absent.

14. **Add the requirement that Divisional Stewards must also be Safety Stewards.**

3.1 DIVISIONAL RALLYCROSS STEWARDS

One RallyCross Steward per Division is appointed by the RXB, subject to the approval of the BOD. The RallyCross Stewards are responsible to the RXB for developing, supervising, and administering a program of RallyCross events in their respective Divisions in accordance with the rules, standards, and procedures established for RallyCross programs. The Divisional RallyCross Steward must be a current SCCA member **and must be a Safety Steward or complete the Safety Steward program within 90 days of appointment.**

- PASSED 5-0-1. Elliott absent.

15. Reduce the minimum age of passengers from 12 to 10 years old.

5.2 EVENT OPERATING RULES

C. One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than ~~twelve (12)~~ **ten (10)** years of age and meet all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the DOT/Snell requirements for competition use as recognized by the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3.H.).

- PASSED 5-0-1. Elliott absent. (Pending SCCA insurance underwriters' approval of the age change.)

16. Update and add course design specifications.

5.3 COURSE SAFETY AND LAYOUTS

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other "markers." The base of each marker may be outlined **or marked with landscape flags** to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn. Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, hay bales or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn. Vehicles on the course simultaneously shall not run in close proximity to each other. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is **not** possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

- PASSED 5-0-1. Elliott absent.

17. Allow drivers with restricted licenses to have passengers at National Events.

5.2.C EVENT OPERATING RULES

Participant Waivers:

~~... Passengers are not allowed during competition runs in National Events.~~ **The only passengers allowed during competition runs in National Events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restricted driver's license requiring a passenger.**

- FAILED 1-4-1. Elliott absent.

18. Further clarify the definition of eligible vehicles.

6.1 ELIGIBLE VEHICLES

A RallyCross event is open to any fixed-roof, **four-wheeled, mass-produced** ~~production-based~~ **passenger** vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded. **The following types of vehicles are currently not eligible to compete: ATVs, UTVs, side-by-sides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars and tube-frame vehicles.**

- PASSED 5-0-1. Elliott absent.

19. Clarify that alternate tires sizes are allowed in Stock classes.

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

2. Tires must be DOT approved. Tires marked “For competition only”, “Not for street use” or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted at National events unless ice or snow is present; Regional and Divisional events may allow studded tires any time. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. **Alternate tire sizes are allowed but** tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc). **Inner tubes are considered an integral part of the tire.**

• PASSED 4-1-1. Elliott absent.

- Modified category preparation allowances – planning for the future (Lightfoot): The RXB received a couple of requests concerning Modified Category allowances. The RXB discussed the current allowances and the impact of allowing vehicles that are outside those allowances to compete. Lightfoot will write up a clarification of what parts of a car must remain to be considered a production-based vehicle. That clarification will be voted on at the next RXB meeting and released as a competitor advisory as appropriate.

Next meeting: December 3, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes November 6, 2014

The RoadRally Board met by conference call on November 6, 2014; meeting called to order by Rich Bireta at 7:31 pm CST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, Sasha Lanz, BOD Liaison Peter Zekert and Deena Rowland from the National Office.

The October minutes were approved (Chuck/Clarence/pass).

Front Burner Items:

1. August RRB Action items

- a) Toolbox web site links broken (Deena) Open
Rich - Deena, do you have what you need? Deena - yes, but IT is not making it a priority; when she tries to do it the website won't accept the changes; will keep trying to get it updated.
- b) Draft Regional Rule Book (Jeanne) Open
Jeanne – soon! Now that Highway Robbery is over she has the time to work on it
- c) Assist Jeanne with Regional Rule Book (Clarence) Open
- d) Bring 2014 points up to date (Chuck) Open
Chuck will get things updated soon, when he gets home, with assistance from the posting committee; hopes to have it updated by Dec 1
- e) Post 2014 points status to scca.com (Deena) Open
Deena will do this
- f) 2013 Awards distribution (Chuck, Bruce Gezon) Open
Ordered/Nov Delivery – no change
- g) USRRC 2014 Results to be posted? Open
Deena has the results and will post them to the SCCA website
- h) Tiered membership memo to BOD (Rich) Open
Rich will update the memo to BOD about this, and get it to Tere by Nov 24 for the December BOD meeting
- i) Solicit Publicity Chair position for 2015 Coker (Rich) Open
Nothing yet

2. RReNewsletter

- a. Rich did not see an October issue. Anyone hear from Cheryl lately?
Cheryl contacted Chuck for standings; he will get them to her as soon as possible

3. Recent and upcoming events

California NC, NGTA (Jeanne) - 8 entrants for the course, and 6 for the GTA. The GTA had a lot of 3rd to 5th level logic. Jeanne said that she only got 60% of the questions when she did the pre-check. Questions were worth 12 points and gave partial credit. Rallymaster Larry Scholnick has written an article about the GTA for Santa Monica Sports Car Club's newsletter [Road & Tach](http://www.smscc.org) (read it at www.smscc.org).

Colorado 2015 Ourally (Clarence) - Jim Schmidt has been tasked by a local Opera group about doing a rally as a fundraiser out of Ouray, Colorado; they already have people to do the website, promotions, fundraising; scheduled for four days, the week of Oct 5; goal is to have 50 cars; need to talk to Topeka about sanctioning and insurance; Continental Divide region is ready to be the sanctioning region.

Kansas Rally Weekend 2014 (Rich) - full field of 25 cars for Sat, 9 or 10 for Sunday

4. Road Rally Safety Steward, can the SS be the rallymaster?

- a. Continue discussion from last month; current rules require they be different people
- b. Gary Patrick's letter says that needing the RRSS to be different than the rallymaster is an inhibitor to getting events going.
- c. Allow as an exception, as an experiment? Allow blanket approval?
- d. Chuck and Jeanne are against allowing any exceptions, both feel there needs to be a separate person to be the final arbiter of safety
- e. Clarence says that it needs to be easier to become a safety steward
- f. Sasha suggested cross training solo and/or rallycross safety stewards
- g. Len suggested allowing, for a year, not having a safety steward for new programs
- h. New discussion - Sasha is still not comfortable with allowing events without a safety steward precheck; said how easy it is to do telephone training. Rich asked if the SS must be SCCA member. Chuck agrees with Clarence that must be easier to become a SS. Gary Patrick really does not have a safety steward problem, there are people available. Rich asked if solo and autocross SS need to be SCCA members, Deena said yes.

5. 2015 Rules Changes / RRRs (Chuck)

Chuck circulated Mike Thompson's first draft of the RRR verbiage, including a section on non-declares. Jeanne said that non-declares should be easy, give 48 hour notice via email to the points keeper and SCCA Rally Dept (Deena), and that no special action need be taken by the rally registrar. Get comments to Chuck by Monday, so this can get to the BOD for the December meeting?
6. NEC Report (Chuck)

Jeanne thought minutes were confusing, that there was too much old stuff. Chuck said they have received one official Sanction for 2015 so far, March Lion and March Lamb, March 28/29; Indy is preparing for July 18-19; Detroit, will probably not do a national this year
7. Dave Head's letter re: Clock Setting on Nationals

Jeanne said to remind committees (again) do what RRRs say which is to have WWV available; Rich will write a response to Dave Head
8. Road Rally Majors Series (See Drop Box for presentation)

Clarence is going to present a series just for regional rallies, in his area, with about 5 events (not all regionals will be part of the series), no nationals, to include WI, MN, MI and IA; he said that nationals and regionals are like two inverted triangles, nationals are mostly E, regionals mostly S. Rich gave a high level overview. He divides the community into four groups: regions without a program, with a national program, regions with 4 or more rallies per year and regions with 3 or less; he is reaching out to Omaha, Wichita, Kansas - the purpose of this Majors program is like putting some water on small programs to get cross-pollination between small regions. Chuck said that the RRB should bless this majors program. Rich emphasized that he does not see this effort benefitting Great Lakes Division, Detroit Region, or New England or others with strong divisional programs. Jeanne agrees with this program. Sasha pointed out this does not include GTAs at all; he does not object to the program, saying that even though it may have only a small effect, any effect is good. Peter said that using the name 'majors' is OK. Motion: that the RRB endorse the Road Rally Majors Program as a pilot program. Rich/Chuck/pass.
9. Audit Form / Sanction Fees (Sasha)

From last month; Deena is person to talk to about insurance questions; Sasha took on changing the form because it had been mangled by many people over the years attempting to put the rules into the audit form; Sasha created a second sheet with the rules to go with audit form; he will try to get it finalized for next meeting. Peter said that at the last BOD meeting there was an effort to get minimum insurance fees eliminated, to go to a per car basis only. The NEC has started a discussion for reducing the USRRC sanction fee.

Rich asked if any region has expressed an interest in hosting the 2015 USRRC. There has not been. Clarence suggested deleting the USRRC from counting towards national championship, especially when it is a different format like the recent Coker Tire Challenge, but still having it count for Lifetime Points.
10. 2015 RRB Composition

Rich needs to let the BOD know his recommendations for next year. There have been no offers from new people to join. Sasha is at 6 yrs, likely moving on, but willing to do 1 more year if needed. Chuck has another 2 years, Clarence another 3 years. Jeanne is at 6 years, and is willing to continue if the BOD approves it. Rich has another 3 years. Peter asked why the BOD needs to manage RRB. Sasha said that there was an instance of the BOD not approving a person which seemed to be political. Peter replied that the back story is that the BOD spends a lot of time on behind the scenes things (budget, etc) and they were wondering if it is really necessary to micromanage various board appointments? Rich said he likes the BOD 'rubber stamp' of appointees and that it might be needed it as an 'escape clause'. Jeanne agrees with Rich that the BOD should at least 'rubber stamp' the appointments. Peter also commented about BOD liaisons, that we should feel free to comment if there are any micromanagement issues. Rich said he would like continuity with BOD liaisons, maybe two years instead of just one.
11. Changes to DRRS for 2015
 - a. Any? Jeanne has talked to Bob Morseburg about being the DRRS for Northern Pacific; she will get an answer by Nov 24 (in time for the December BOD meeting).

New Business / Open Forum
Nothing new

What is your one RRB task this month?
None listed due to time restraints

- Items for 2015
- a) 2015 RRRs – Definition and restrictions on Social Rallies need to be added.
 - b) Replace DropBox

Rich said let's try to finish the year with a getting a lot of things done. Congrats to Rich on being a new grandparent!

Motion to adjourn. Sasha/Chuck/pass. Meeting adjourned at 9:33 CST.

Next meeting December 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/>