

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Jan. 5, 2010

The Club Racing Board met by teleconference on January 5, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing.

In addition to those items covered in Technical Bulletin 10-02, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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 <http://www.crbscca.com/>

GCR

Item 1.

#314 (Dick Patullo) Seat mounting

To allow secure mounting of racing seats in categories where a limited number of cage attachment points are allowed, the CRB recommends the following change.

Effective upon BoD approval, in 9.3.41, add a new second paragraph as follows: Mounting structures for racing seats may attach to the floor, cage and or center tunnel. Seat mounting points forward of the main hoop, between the center line of the car and the driver's side door bar and rearward of the front edge of the seat bottom are not considered cage attachment points in classes with limitations on the number of attachments.

Item 2.

#422 (Club Racing Board) Practice Days Requirements

The Club Racing Office has sanctioned test days run by regions for many years. Regions running such events have received a set of guidelines and requirements for those events. The following proposed addition to section 3.1 formalizes that guidance and requirements. Input on this proposal is requested, particularly from region race organizers.

Effective 1/1/11, add a new subsection 3.1.9 as follows:

3.1.9. Practice Days

Practice Days are non-competition track days scheduled, sanctioned, and insured under standards included in Appendix B. Practice Days are conducted according to the GCR. In addition, the following standards apply:

- A. A Practice Day sanction is valid for 1 day.
- B. Each driver is an SCCA member holding an SCCA National, Regional, Vintage license or an SCCA Novice Permit showing Drivers' School requirements signed off as provided in AppC.2.5.D. and F., or an SCCA approved license.
- C. 9.1 identifies the classes of cars eligible to compete in Practice Days.
- D. Officials meet the requirements of 5.1.3.
- E. At a minimum, a Chief Steward and Assistant Chief Steward – Safety are required.
- F. Unless required by the track, or local authorities or ordinances, Sound Control is not in effect.
- G. Staffing and equipment meet the requirements of 5.4. and 5.5.
- H. Formula cars may be combined with Sports Racing cars, but may not be combined with other categories.

CONTENTS

BOARD OF DIRECTORS	NONE
CLUB RACING	1
CRB Minutes	1
Technical Bulletin	9
CRB Memo	13
Court of Appeals	None
Time Trials Administrative Council	14
SOLO	15
SEB Minutes	15
RALLY	17
RoadRally	17
RallyCross	18
QUICK LINKS	19

- I. A maximum of 25 cars per mile may be on the course simultaneously, with no exception.

Item 3.

#423 (Club Racing Board) Modify 3.3 Sanctioning Race Events

The intent of this change is to allow organizations or individuals acting on their behalf, such as Divisions, to sanction events.

Effective 1/1/11, replace 3.3.B “Organizers of SCCA sanctioned races may be the SCCA or one or more SCCA Regions.” with “Organizers of SCCA sanctioned races may be the SCCA, one or more SCCA Regions, or individuals or groups acting on behalf of the SCCA or the Regions.”

Item 4.

#428 (Club Racing Board) Modify 7.2 Penalties

The intent of this change is to allow flexibility in setting the length of probation, especially in those areas of the country where the racing season ends in early fall and begins again in mid-spring.

Effective 1/1/11, replace 7.2.G.1, “Probation may be for up to 6 months, except that up to 10 months may be imposed between September 1st and September 30, and 9 months may be imposed on or after October 1st, or a specified number of SCCA event days.” with “Probation may be up to 12 months; or it may be specified as a number of SCCA Club Racing event days or SCCA Club Racing event sanctions.”

Item 5.

#471 (Club Racing Board) Changes to the GCR and Vintage Competition Rulebook

The following set of changes to the GCR and the SCCA Vintage Competition Rulebook (VCR) are intended to tie Vintage car preparation into the GCR by specifically referencing the VCR and clarifying the set of GCR rules that govern Vintage car preparation.

Effective 1/1/11, replace 3.1.8.C with the following:

All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

Effective 1/1/11, in 9.3.27, modify the end of the first sentence as follows: “Improved Touring, *production-based Vintage cars*, or as otherwise specified *in the GCR*.”

The following changes to the SCCA Vintage Competition Rulebook are recommended to update certain requirements and to make it consistent with the proposed change to GCR 3.1.8.C. All are to be effective 1/1/11.

On page 3, change “1988 Rules and Regulations” to “*2010 Rules and Regulations*”

Insert a new first item on page 3: **GCR:** *references to “GCR” mean the current SCCA Club Racing General Competition Rules.*

Delete Appendix Y - Driver Restraint Systems.

On page 3, replace “**SEAT BELTS:** per Appendix Y.” with “**DRIVER RESTRAINT SYSTEM:** *must conform to GCR 9.3.19.*”

In Appendix X - Fuel Cells, insert a new first paragraph as follows: “*This appendix is retained for reference only. For new cars and replacement bladders see the requirements on page 3.*”

On page 3, insert a new item: “**FUEL CELLS:** *all new cars registered after 1/1/11 shall be equipped with a safety fuel cell that conforms to GCR 9.3.27. Cars with fuel cells that met the requirements of the now defunct Appendix X may continue to use them, but new bladders must conform to GCR 9.3.27.*”

On page 3, replace “**MEDICAL EXAM:** All drivers are required to have completed a specified medical examination every two years (be sure it is fully completed, all items checked) in order to obtain an SCCA Vintage racing license.” with “**MEDICAL EXAM:** *All drivers are required to have completed a medical examination in accordance with GCR Appendix C.2.1.*”

On page 3, delete "**HELMETS:** All drivers must wear an approved safety helmet with a 1980 or later, Snell Safety Foundation sticker displayed inside. (Balaclava recommended)".

On page 3, delete "**CLOTHES:** All drivers must wear a driving suit of not less than one layer of approved fire resistant material and underwear and socks of approved fire resistant material (Nomex, Kynol, Duretr, F.P.T., P.B.I., etc.)."

On page 3, delete "**GOGGLES:** Goggles or a protective face shield must be worn in open cars and non-breakable glasses or a protective face shield is recommended for closed cars."

On page 3, delete "**GLOVES & SHOES:** All drivers must wear fire resistant gloves and shoes with uppers of leather and/or other fire resistant material."

On page 3, insert a new item: "**DRIVER'S SAFETY EQUIPMENT:** must conform to GCR 9.3.20."

On page 3, replace "**FIRE EXTINGUISHERS:** All cars must be equipped with a dry chemical fire extinguisher, of at least 2 lbs., securely mounted in the cockpit or an onboard Halon type fire system which is strongly recommended." with "**FIRE EXTINGUISHERS:** All cars must be equipped with a fire extinguisher or fire system that conforms to GCR 9.3.23."

On page 3, replace "**ELECTRICAL CUT-OFF SWITCH:** It is recommended that each car has a master electrical cut-off switch that is clearly marked." with "**MASTER SWITCH:** It is required that each car has a master switch that conforms to GCR 9.3.34."

Production

Item 1.

#408 (Dave Lemon) Require Running/Rain Lights

The CRB has received a request to make rain lights mandatory in the Production category. To achieve this, the following addition is proposed.

Effective 1/1/11, modify 9.1.5.9.a.19.E to read: Taillights must be the stock type and mounted in the stock location. *Taillights must be functional and must be illuminated when ordered by the Chief Steward.*

Showroom Stock

Item 1.

#455 (Advisory Committee) SSB and SSC allow S/S brake lines

Add a new subsection 9.1.7.E.33: *Stock brake hoses may be replaced by DOT approved steel braided hoses.*

CAR RECLASSIFICATIONS

#379 (Andy Bettencourt) Reclassify the ITA Corolla GTS from ITA to ITB

Effective 1/1/11, reclassify the 84-87 Toyota Corolla GTS from ITA to ITB at 2475 lbs.

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

SCCA Club Racing has created the first entry on the Approved Alternate Fuel Cell Supplier List. See <http://www.scca.com/contentpage.aspx?content=74> at the bottom of the page. Additional suppliers will be added to the list as they provide the required documentation.

NOT APPROVED BY THE CRB

GCR

#313 (Daniel Glueck) Clarify Ballast Requirements

Thank you for your thoughtful letter. While there may be some instances where we could be more consistent in specifying ballast requirements, there are enough differences among preparation requirements in various categories that a single method cannot be required.

Grand Touring

1. GT1 – #129 (Kevin Allen) Help the GT1 RX7
Turbochargers are not allowed in the GT classes.
2. GT1 – #323 (Glen Jung) Reduce weight of the Mazda 20B
This car and engine combination are classified appropriately.
3. GT2 – #274 (Rob May) Move 2009 Porsche GT3 cup from GT1 to GT2
Car is classed appropriately.
4. GT3 – Mazda #175 (Mark Ward) GT3 revisions
Thank you for your input. See GT3 chart in the Dec. 2009 Fastrack page 45. This includes an explanation of the GT3 revisions
5. GTL – #173 (Mark Ward) GTL wing rule change
GTL wing height specification for sedans is 6.0" below highest point of roof.
6. GTL – #190 (Brian Linn) Weight decrease for MG/Sprite roadsters in GTL
The weight specification is not based on current F-Prod weight but the F-Prod weight at time of classification, Dec. 2007.
7. GTL – #311 (Jesse Prather) Rescind the penalty for 15 inch tires
15.0" wheel 4% weight penalty is appropriate for GTL.

Improved Touring

1. ITR – #198 (Ben Robertson) Add 250lbs to the RX-8
Thank you for your input. The car is classified appropriately.
2. ITS – #279 (Andrew Cotyk) Request for alternate rear brake assembly
This request is not within the IT philosophy.
3. ITA – #211 (Alan Leshner) Reclassify Neon to ITB
The car is classed appropriately.
4. ITB – (Multiple) Review ITB weight of MR2
The car is classed appropriately.
5. ITB – #377 (Douglas Spencer) Review the BMW 320i
The car is classed appropriately.
6. ITC – #388 (Joe Torchia) Reclassify Fiat 124 Coupe from ITC to ITB
The car is classed appropriately.

Production

1. P – Prod: #265 (Tim Pitts) Allow steering and suspension level 1 rules on all prod cars
This is not in the philosophy of level 2 classification of cars in Production.
2. P – #398 (Scott Lunder) allow the use of louvered/vented hoods
Alternate bodywork is not within the Production category philosophy.
3. EP – #223/#289 (Sam Halkias/ Joe Boruch) Allow alternate brakes
Alternate calipers are not in the production class philosophy.
4. EP – #468 (Larry Svaton) Allow dry sumps for class
Contrary to Production category philosophy.
5. FP – #266 (Tim Pitts) Allow rack and pinion steering on the PL510
Not in the class philosophy to allow alternate steering type.
6. FP – #396 (David Lyle) Reclassify the Toyota MR2 1985-1989
This car is classified in the proper class. Please suggest an adjustment to the car in its current class.
7. FP – #445 (David Strittmatter) Lancia Scorpion choke adjustment as Porsche 914
This car is competitive as classified. Thank you for your input.
8. HP – #232 (Neil Verity) Weight reduction of 50-100lbs on HP LP MGB

- Thank you for your input. H Production will be monitored throughout the 2010 season.
9. HP – #264 (Blake Meredith) Reduce the weight of the 914
Thank you for your letter. H Production will be closely monitored throughout the 2010 season.
 10. HP – #326 (Jerry Oleson) Allow Dry Sump
Inconsistent with level 2 Production philosophy.
 11. HP – #328 (John Hafkenschiel) Classify as HP level 2Alliance/Encore
This car is already classed at level 1. We would like input on whether a level 2 car would be campaigned if classed.
 12. HP – #371 (Bill Blust) Allow a Dry sump for LP1275
Not consistent with Production category level 2 philosophy.
 13. HP – #478 (Ron Bartell) Weight adjustment for 1.5 L Honda in HP
Thank you for your input. H Production will be closely monitored throughout the 2010 season.
 14. HP – #200 (Dick Gagliardi) Increase VW Scirocco 1.8 8V Valve size
The valve size listed in the GCR is correct according to the factory manual.

American Sedan

1. #199 (Robert Johns Jr) New Ford 302 blocks not available, allow aftermarket blocks
There are Ford Boss blocks available and they are still being manufactured. They cost approximately \$1,800 and are capable of handling 650+ hp. The least expensive Dart block is \$1,830. There is no need to authorize additional blocks, at this time, for either Ford or GM.

Touring/Showroom Stock

1. SS – #218 (James Rogerson) Allow Accusumps Consistently
Thank you for your input. These are being addressed on a car by car basis.
2. SSB – #226 (Ralph Siebert) Return Solstice to competitive status - remove 200 lb
This car is competitive as classed.
3. SSB – #256/#269 (Brad Davis/Jay Frye) Allow John Copper Works package
This package produces too much of a performance gain.
4. SSC – #162 (Clark Campbell) Allow alternate wheels sizes of the Jetta
17 x 7 and 16 x 6.5 wheels are currently allowed. Larger sizes are not consistent with class parameters.
5. T1 – #156 (John Buttermore) Reduce base weight for all Corvettes by 50lbs
Thank you for your input. Other adjustments have been made.
6. T1 – #157 (Dave Jones) Allow Pfadt Racing Camber Kit for T1 Corvette
Not within the Touring category philosophy.
7. T1 – #165 (John Buttermore) Allow dry sump for the C5 Corvette
There is no proven need.
8. T1 – #166 (John Buttermore) Reclassify the Ferrari 360/430 to GT2
These cars are classified appropriately.
9. T1 – #395 (Steve Schmidt) Getting a C5 Z06 to Make Weight in T1
The rules are clear as written. You should take advantage of all the available allowances to reduce weight.
10. T1 – #405 (Jason Berkeley) Allow C5 Corvette Parts Removal to Achieve Min Weight
Removal of suggested items is not within Touring category philosophy.
11. T1 – #406 (Jason Berkeley) Restrict the LS3 Powered Corvette
Thank you for your input. Other adjustments are being made.
12. T1 – #414 (Christopher Ronson) Allow the C5 the use of "light weight" batteries.
Batteries must be OEM or equivalent
13. T1 – #418 (Steven Glaab) Lighten the C5
Neither of your requests are within the Touring category philosophy. Other adjustments are being made.
14. T1 – #433 (Mike McGinley) Reduce the weight of the LS3 Corvette
Thank you for your input. This car is classified correctly.
15. T1 – #444 (Carl Fung) Allow C5 Corvette Stock Rear Wheel on Front
The 10.5" wheels will not fit under the front fenders.
16. T3 – #234 (Jason Isley) Reclassify Mazda RX-8 from T3 to SSB
Thank you for input. This car is classified correctly.
17. T3 – #241 (Scotty B White) Reduce the Weight of the 99-04 Mustang
This car is competitive as classified.

PREVIOUSLY ADDRESSED

1. FF – #308 (Greg Mercurio) FIT engine input
Thank you for your input. The specifications for the FF FIT engine are still very new. Some items, including the connecting rods, are being clarified. Please see Tech Bulletin 02-10.
2. GT3 – #170 (Rick Ricker) Updated GT3 table missing VW 1800 5 valve
See Dec. 2009 Fastrack page 53. Now in 2010 GCR.
3. GTL – #174 (Mark Ward) GTL engine request
See Dec. 2009 Fastrack page 54 and 2010 GCR.
4. FP – #263 (Kevin Leigh) Reclassification of Caterham from EP to FP
Previously addressed in the January 2010 Fastrack.
5. FP – #194 (Bill Blust) Frustration concerning 1500 Spitfire weight adjustment
The original notation was only meant to apply to the 1296 Spitfire and has been corrected. See the 2010 GCR.Sdf
6. FP – #372 (Dale Oesterle) Classify a Limited Prep Jensen Healey in FP
This was addressed in the January 2010 Fastrack.
7. SS – #136 (Carolyn Kujala) Allow SS cars to substitute wheel studs and nuts
This was addressed in the January 2010 Fastrack.
8. T2 – #179 (Jeff DeGriek) Correct Lotus spec lines
Thank you for your input. Corrected in 2010 GCR.
9. T2 – #277 (Wesley Wilkerson) Porsche Cayman S classification
Taken care of in 2010 GCR.
10. T2 – #409 (Rob May) Porsche 996 Clarification
This has been corrected in the 2010 GCR

NO ACTION REQUIRED

GCR

1. #149 (Brian Linn) Require each class to get its own Runoffs qualifying session
Thank you for your input. There are many constraints that must be considered when creating the Runoffs schedule including the amount of time available and the large number of classes that must be accommodated. Every effort will be made to minimize the number of classes that must share sessions.
2. (Multiple) Keep the Kink
Thank you for your input. There are no plans to change the track configuration for the Runoffs.
3. #184 (James Libecco) Reconsider Runoffs safety
Thank you for your input. The National staff is in contact with Road America and your input will be shared with them.
4. (Multiple) Head and Neck devices input
Thank you for your input. Your letter will be forwarded to the Board of Directors.
5. #214 (Stevan Davis) Response to member input request on Item #2, Dec Fastrack 09
Thank you for your input. Your letter will be forwarded to the Board of Directors.
6. #254 (Bob Lembcke) Comment on new CRB request process
Thank you for your input.
7. #267 (Brian Holtz) Double National Qualifying Procedures
GCR 3.1.2.B: "There must be a separate qualifying session for each event." This requires at least one qualifying session that is exclusive to each National race at a Double National. It does not preclude additional qualifying sessions that are shared between the two.
8. #310 (Sarah Duffy) Paperless GCR input
There will continue to be a printed GCR option because there are some situations that require it. The reason the electronic (PDF) GCR is now primary is to reduce the number that must be printed (many go unopened and the staff are unable to accurately predict the quantity needed). Within a year or so the printed GCR will be distributed on a "print on demand" basis rather than printing and storing a large number of GCRs. Club Racing no longer require a physical GCR in a driver's possession, but drivers are responsible for knowing the information.
9. #282 (Jeff Janoska) Incentive to drop SCCA license with new rule 3.1.7
You have misread 3.1.7.C. Regions that desire to hold advanced driver schools or advanced driver training sessions

within a driver school may continue to do so. That is what is meant by “undergoing instruction”. The acceptance of drivers for such advanced training is at the discretion of the Chief Steward. What is not allowed is for licensed drivers to be given what amount to open practice sessions.

10. #315 (Paul Gauzens) How are turbo inlet sizes determined?

The turbo inlet restrictor sizes used in the Showroom Stock and Touring categories are based on the FIA World Rally chart.

11. #317 (Todd Butler) Wants rationale for proposed rules changes included in Fastrack

Thank you for your input. We have been trying to do this and we will continue to do so.

12. #320 (Robert Laverty) CRB/AC Conflict of interest

Thank you for your letter. Part of the CRB's responsibility in appointing advisory committee members is to judge whether individuals who have a commercial involvement in club racing related matters can separate their own interests from those of the members. The BoD has a similar responsibility when appointing members of the CRB.

In addition, the Advisory Committee Manual contains the following instructions to committee members: Don't enter into agreements that could compromise your ability to exercise an independent judgment.

Advisory Committee members are not permitted to use their positions to profit personally.

Confidentiality of Information

It is the policy of SCCA to ensure that the operations, activities and business affairs of SCCA and its members are kept confidential to the greatest extent possible. If, during the course of your term, you acquire confidential or proprietary information about SCCA and/or its members, such information is to be handled in strict confidence and should not be discussed with anyone other than the Comp Board or other Committee members.

The CRB Manual holds members to those same standards and we are further instructed:

Don't vote, or even participate in discussions, on matters relating to you personally.

13. #403 (David Pintaric) STO & T1 Runoffs Schedule

There are many factors that must be accommodated in creating the Runoffs schedule. We will take your request into consideration, but we are unable to say at this time what the final schedule will be.

14. #457 (Tim Linerud) General Member Input

Thank you for your input. Your letter will be forwarded to the Board of Directors.

Formula

1. FA – #387 (Mike Williams) Rules for Swift 016

The rules for the Swift 016 in FA are given in Table 2 of the FA rules. See the 2010 GCR.

2. FC – #168 (Chris Monteleone) Can I run the updated cam and lightened flywheel?

Rules for local regional-only classes are not specified in the GCR. You should consult the region in question for the answer to your question.

3. FV – #142 (Charlie Rogers) Keep FV Intake Manifolds legal under any new rules

Thank you for your input. Please refer to the Member Advisory in the January 2010 Fastrack. You are encouraged to submit the dimensions of your existing manifold to the FV ad hoc committee for inclusion in their data base.

4. FV – #188 (Mike Landon) reconsider FV Manifolds

Thank you for your input. Please refer to the Member Advisory in the January 2010 Fastrack. You are encouraged to submit the dimensions of your existing manifold to the FV ad hoc committee for inclusion in their data base.

Improved Touring

1. IT – #236 (Grafton Robertson) December weight reduction violates ITCS

Thank you for your input. The weight was not a competition adjustment; it was a correction because an error in the initial classification was found.

2. IT – #196 (Marty Doane) Improved Touring classification process input

Thank you for your input.

Production

1. P – (Multiple) Supports Alternate connecting rods for all prod cars

Thank you for your input.

2. P – (Multiple) Opposes Alternate connecting rods for all prod cars

Thank you for your input.

3. P – (Multiple) Supports dry sump systems for all prod cars

Thank you for your input.

4. P – (Multiple) Opposes dry sump systems for all prod cars

Thank you for your input.

5. EP – #208 (David Long) Reconsider RX7 chokes sizes
The first generation 12A engine was given 40mm chokes in the January Fastrack. The first generation 13B is competitive as classified.
6. FP – #477 (Dale Oesterle) Reduce the weight of the Jensen Healey
Thank you for your input. We look forward to seeing the car on the track and monitoring its performance.
7. HP – #219 (James Rogerson) Read the results from the Runoffs
Thank you for your input. This was an error that has been fixed.
8. HP – #268 (Mark Brakke) Clarify 2002 to 2005 Mini Cooper allowances
If the car came on the street as either a coupe or convertible then it is allowed to run the car in either configuration. The rods from the turbo engine are not allowed as a stock rod. The turbo car transmission is allowed if it is turned into a 5 speed and a 2.5 percent penalty is incurred for the alternate ratios.

Touring/Showroom Stock

1. T1 – #306 (Chris Ingle) Do not put a restrictor on the LS3
There has been no consideration given to such a restrictor.
2. T3 – #419 (David Muramoto) Review the T3 reclassification for 350Z
Thank you for your input. We will monitor the car's performance.

American Sedan

1. #475 (Brett Mars) Clarify the intent of wheels and brakes for T2/AS
The AS rules allow for limited preparation cars to run either the AS specified brakes with 16 x 8 wheels, or the T2 specified brakes with the T2 wheels. The wheel size for limited preparation AS cars is 17 x 9; the T2 rules allow the 05-09 Mustang GTs, 18 x 9.5 wheels. It was never the intention to have cars run both T2 and AS, but to give the T2 cars another class to run for drivers who wanted to make modifications beyond those allowed in T2 or whose cars were timing out in T2.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2010

NUMBER: TB 10-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/10 unless otherwise noted.

GCR

1. #316 (Bill Pichardo) Roll cage clarification
Clarify the intent of 9.4.E.1 by changing "(floor pan/ rocker boxes)" to "(floor pan/ rocker boxes/ sills)".
2. #443 (Club Racing Board) Add new FIA seat standard
In 9.3.41, after "FIA Standard 8855- 1999", add "*or FIA Standard 8862-2009*".
3. #492 (Club Racing Board Letter) Corrections to 9.3.27
Correct 9.3.27.1.a, second sentence: delete "In the event," and correct 9.3.27.3, fourth paragraph: ~~9.3.26.4.a~~ should be *9.3.27.1.a*.
4. #530 (Terry Ozment) Error in 2010 GCR
In Appendix C.1.3.D.1, change "~~Regional~~" to "*Divisional*".
5. #553 (Club Racing Board) Correction to 8.3.3
In 8.3.3, change the first sentence to correct an omission as follows: An entrant or driver may initiate an action against a car *in his race group* for non-compliance using a Protest.
6. #550 (Club Racing Board Letter) Corrections to 9.3.23 - Fire Systems
Correct 9.3.23 Fire System as follows: 9.3.23.A, first bullet item, add "*, or*" at end. Correct 9.3.23.A, third paragraph, beginning of third sentence to read: "All AFFF fire system bottles, *except non-pressurized AFFF systems with CO2 propellant*, shall incorporate a functional pressure gauge..." Delete 9.3.23.A.5 and renumber succeeding subsections.
7. #551 (Club Racing Board) Miscellaneous GCR corrections (typos, etc.)
In 5.9.2.D, delete "be". In 7.5, change to "*SOM shall advance*". In Appendix B.3, change "~~LIMITS~~" to "*LIMITS*" in subsection title. In Appendix C, delete "~~OFFICIAL'S~~" from section title.
8. #556 (Club Racing Board) Correct licenses for ICSCC
In 3.1.5.C.5, correct ICSCC licenses. "Area Conference License" should be "*Area Road Racing or International Road Racing licenses*".

Formula

FA

1. #432 (Club Racing Board) Correction related to new fuel rules
In 9.1.1.A Table 2, ex-Fran-Am 2000: in Notes, delete "Fuel shall meet the requirements for IT cars per GCR section 9.3 Fuel." to conform to the new fuel rules,

FB

1. #435 (Club Racing Board) Correction related to new fuel rules
Delete 9.1.1.H.6.A and renumber following sections to conform to the new fuel rules,

FE

1. #434 (Club Racing Board) Correction related to new fuel rules
Delete 9.1.1.J.7.a.2 to conform to the new fuel rules,
2. #543 (Erik Skirmants) Alternate sway bar
In 9.1.1.J.8.f, add: "*Optional Front Sway Bar: Rotating blade style with or without cockpit adjustment. Minimum blade thickness 0.155" ±.005" Main Shaft diameter 0.590" ±.005", Length 6.006" ±.010". Cockpit adjustable full bar kit PN: WM1121008. Bar kit only (with set screw lock) PN: WM1121007*".

FF

1. #481 (Club Racing Board) Corrections for FIT engine specifications
In 9.1.1.D.3.a 4, correct as follows: No balancing, (~~with the exception of the connecting rods~~); lightening, polishing or other modification of moving parts of the engine is permitted.

In 9.1.1.D.3.d, delete subsection 3: "Connecting rods may be balanced to the minimum weight."

In 9.1.1.D.3.e.4, delete "The only modification allowed is ring end gap width." and add a new subsection: *d. Ring gaps must be from 0.006 inch to 0.024 inch.*

Grand Touring

GT1

1. #436 (Club Racing Board) Correction related to new fuel rules
In 9.1.2.E.1.c, Chrysler Corporation, delete "May use fuel meeting the requirements for IT cars per the GCR." to conform to

new fuel rules.

2. #437 (Club Racing Board) Correction related to new fuel rules
In 9.1.2.E.1.c, Porsche, 911 Cup 3.8 RSR and GT3 R/RS (00-02), delete "May use fuel per the IT specs of GCR section 9.3 Fuel.", and 997 GT3 Cup delete "and fuel per IT specs." to conform to new fuel rules.

GT2

1. #191 (William Bowen) Classification and Specs for TR8
Add TR8 body spec line to GT2 BLMI with 85.0" wheel base. [Note to Mr.Bowen: must use current GT2 rules.]
2. #438 (Club Racing Board) Correction related to new fuel rules
In 9.1.2 Porsche engine, 3595cc, in Notes, delete "Must run fuel meeting the specs for IT cars per the Porsche Cup rules." to conform to new fuel rules.

GT3

1. #154 (Ted Jacques) What happened to the 4-door Cavalier classification?
Chevrolet Cavalier Z-24: add *4 door* to body style on spec line.
2. #203 (Mark Ward) Allow Alternate Stroke 7AFE
Add 77mm alternate stroke to Toyota 7AFE at 1855 lbs. Must run identical deck height as 4AG block.
3. #205 (Jim Valdez) Input on GT3 engine table revision
Add alternate specification for BMW 1895cc engine for 2010 only: *may run (2) 45mm carburetors with 45mm chokes at 2070 lbs.* [Due to the late change in specifications, this single classification will be allowed to run the 2009 induction until 1/1/2011, but must run the 3% class weight adjustment applied to all GT3 cars.]
4. #413 (Advisory Committee) Remove intake requirement
GT3 Nissan KA24E: In notes section delete "SCCA approved F.I. kit". [Previous intake restrictions no longer apply to engines using an SIR.]
5. #413 (Advisory Committee) Remove intake requirement
GT3 Porsche (1968cc Alum, crossflow-2v, Unrestricted @1960): In notes section delete "Intake manifold #021-129-705R". [Previous intake restrictions no longer apply to engines using an SIR.]

GTL

1. #204 (Mark Ward) Allow Alternate Stroke 7AFE
Add 77mm alternate stroke to Toyota 7AFE at 2040 lbs.
2. #533 (Club Racing Board Letter) Clarify GTL wing rule
In 9.1.2.F.4.b.14.C, change the beginning of the paragraph to read: "The *entire* wing assembly shall..."

Improved Touring

ITR

1. #238 (James Spurling) Classify single and double vanos engines separately
In 9.1.3, ITR, the specifications for the BMW Z3 2.8 liter and BMW Z3 3.2 liter engines are now on separate lines. 97-98 Z3 2.8(M52) new weight: 2765; 99-00 Z3 2.8 (M52tu) remains at current weight.
2. #421 (Ronald Earp) Classify the 03-04 Mustang V6 in ITR
In 9.1.3, ITR, Mustang V6, change the model years from ~~1999-2002~~ to *1999-2004*.

ITA

1. #381 (Evan Darling) Review ITA E30 BMWs
In 9.1.3, ITA, BMW E30 318is (88-91), change from ~~2600 lbs.~~ to *2430 lbs.*

ITB

1. #378 (Todd Engelman) Reduce weight of the 320i
In 9.1.3, ITB, BMW 320i 2.0 (77-79), change from ~~2510 lbs.~~ to *2340 lbs.*
2. #393 (Josh Baldwin) Correct Honda Civic wheelbase
In 9.1.3, ITB, correct the specifications for the Honda Civic DX. The Coupe and Sedan should be listed with a 103.2 wheelbase and the Hatchback (also known as a 3 door Coupe) should be listed with a 101.3 wheelbase.

Super Touring

1. #439 (Club Racing Board) Correction related to new fuel rules
In 9.1.4.B, MX-5 Cup cars, delete "fuel per IT specs" to conform with the new fuel rules.

Production

1. #163 (Brian Linn) Reconsider flares and replica bumper rule

Clarify 9.1.5.E.9.a.3 as follows:

The exterior contour of all ~~fenders~~ *wheel openings can may* be flared. The fender/*wheel opening or any other part of the body forming the wheel opening*, when viewed from the top perpendicular to the ground, must cover the portion of the tire that contacts the ground while the car is at rest. ~~No replacement fender or fender flare can~~ *The flaring of the exterior contour of any wheel openings may not* alter the basic body configuration or change the ~~fender wheel~~ *wheel* opening size, location ~~and~~ *or* shape when viewed from the side.

EP

1. #255 (Maurice LaFond) Classify Celica GT at EP level 2 prep

In 9.1.5, EP, classify the Toyota Celica GT at prep level 2, 2090 lbs., 4 cyl. DOHC, bore and stroke 79mm X 91.5mm, disp. 1794, block material aluminum, cylinder head material aluminum, valve sizes I: 32.0 E: 27.5, wheelbase 102.4 inches, front track 62.9 inches, rear track 62.5 inches, 10 inch front vented rotors, 10 inch rear drum, compression ratio 12 to 1, valve lift .500/

2. #440 (Club Racing Board) Correction related to new fuel rules

In 9.1.5, EP, Lotus/Caterham 7 America, in Notes delete "Permitted Fuel: cars may use fuel meeting the requirements for IT cars per GCR Section 9.3 Fuel" to conform to new fuel rules.

FP

1. #407 (Brian Linn) add 1.75" SU carbs to 1500 MG

In 9.1.5, FP, Austin Healey/MG, in carb. number and type, add to the list for 1500 engines, (1) 1.75" SU

HP

1. #476 (Pat Simpson) Increase BMW 1600 choke size from 30mm to 32mm

In 9.1.5 HP BMW 1600, change choke size from ~~30mm~~ to 32mm on side draft carburetors.

American Sedan

1. #526 (Club Racing Board) Reinstate brake rule, missing sentence

A line from the July 2009 Fastrack was left out of the 2010 GCR. Add to the end of the first paragraph of 9.1.6.D.5.e: "A vacuum reservoir or booster may be added."

Showroom Stock

1. #185 (David Mead) Allow removal of speed limiter in 05-09 Ford Mustang V6

In 9.1.7, SSB, Ford Mustang V6 (2005-2009), add to the Notes: *The ECU may be re-flashed by a Ford dealer to disable the speed limiting function; a letter from the dealer stating that this, and only this change, has been made shall be made available to race officials on demand.*

2. #186 (David Mead) Request LSD for the 05-09 Mustang V6

In 9.1.7, SSB, Ford Mustang V6, change model years to 05-09 and add to the Notes: *Ford Positraction LSD part #M-4204-C75 is allowed.*

3. #187 (David Mead) Change SSB Miata ride height to avoid tire hitting body

In 9.1.7, SSB, Mazda MX-5/Miata Sport (99-00) and Mazda MX-5/Miata (01-05), modify the Notes for the Spec Miata suspension kit perch measurements to raise the ride height 0.25" by changing from ~~Front: top-2.00" bottom-1.50" Rear: top-1.75" bottom-1.75"~~ to *Front: top-1.75" bottom-1.75" Rear: top-1.50" bottom-2.00"*.

Spec Miata

1. #160 (Rob Bergoon) Allow Mazdaspeed Motor Mounts

Add a new subsection 9.1.8.C.4.m: *The Mazdaspeed motor mount, part NAY1-39-040 is allowed.*

2. #415 (Mathew Pombo) Allow backdating of transmissions

In 9.1.8.C.3.a, add a new second sentence: "Any 1990-2005 Miata transmission and required items for conversion may be used."

Sports Racing

CSR

1. #441 (Club Racing Board Letter) Correction related to new fuel rules

Delete 9.1.9.F.7.a.21. to conform to the new fuel rules

2. #442 (Club Racing Board) Correction related to new fuel rules, in 9.1.9.G.3

Delete "May use fuel per the IT specs of GCR section 9.3 Fuel." to conform to the new fuel rules

3. #544 (Erik Skirmants) Alternate sway bar

In 9.1.9.F.8.e, add: "Optional Front Sway Bar: *Rotating blade style with or without cockpit adjustment. Minimum blade thickness 0.155" ±.005" Main Shaft diameter 0.590" ±.005", Length 6.006" ±.010". Cockpit adjustable full bar kit PN: WM1121008. Bar kit only (with set screw lock) PN: WM1121007.*"

Touring

1. #518 (Club Racing Board) Corrections to spec line heading

In 9.1.10, T, in all classes, change the table headings to "Max Wheel Size (inch)" to agree with 9.1.10.D.7.a.1.a.

T1

1. #334 (Multiple) Allow carbon fiber hood for C5 Corvette

In 9.1.10, T1, Chevrolet Corvette C5, add to the Notes: *OEM or equivalent carbon fiber hood is allowed.*

2. #397 (Steven Glaab) Corvette Alternate Brake Duct

In 9.1.10, T1, Chevrolet Corvette (all) add to Notes: *Quantum Motorsports brake duct kits Model 08112.KR or 08916.KR allowed.*

3. #429 (David Pintaric) Allow Gen 4 oil pan for 2003-2006 Vipers

In 9.1.10, T1, 2003-2006 Viper SRT-10, add to Notes: *Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.*

4. #449 (Advisory Committee) Add header for C5 Corvette

In 9.1.10, T1, Chevrolet Corvette C5, add to Notes: *The stock exhaust manifolds may be replaced with any headers that connect to the catalytic converters or to the converter replacement pipes allowed in 9.1.10.D.1.h without other modification to the exhaust system.*

5. #517 (Club Racing Board) Corvette and Viper parking brake removal
In 9.1.10, T1, Chevrolet Corvette (all) and Dodge Viper (all) add to Notes: *Entire parking brake assembly (including interior lever) may be removed.*
6. #565 (Club Racing Board) Correct T1 Chevrolet Corvette Grand Sport tire spec
In 9.1.10, T1, Chevrolet Corvette Grand Sport, correct tire sizes: ~~345/35 max (F&R)~~ 315/35 max (F) 345/35 max (R).

T2

1. #135 (Advisory Committee) Update Porsche Caymen S model years
In 9.1.10, T2, correct model years for Porsche Caymen S from 2006 to 2006-2008.
2. #135 (Advisory Committee) Update Porsche Caymen S model years
Add a new spec line for *Porsche Caymen S model years 2009-2010 at 3470 lbs.*
3. #153 (Jeff Degriek) Allow alternate oil pan for 2ZZ powered Lotus
In 9.1.10, T2, for all Lotus models, add to Notes: *"Moroso Oil Pan part # 20970 is allowed."*
4. #276 (Club Racing Board) Add Solstice brake duct kit to Saturn Sky
In 9.1.10, T2, Saturn Sky, add to Notes: *"Quantum Motorsports brake duct kit #09820 is allowed"*.
5. #309/#410 (TC Kline/Rob May) Reduce the weight of the BMW 135i
In 9.1.10, T2, BMW 135i, change the weight from 3730 to 3680. [The CRB will continue to monitor the performance of this car.]

T3

1. #155 (Steve Sanders) Classify the 2007-2010 Mazdaspeed 3
In 9.1.10, T3, classify the 2010 Mazdaspeed 3

T3	Bore x Stroke (mm) / Displ. (cc)	Wheel - base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Mazdaspeed 3 (2010)	87.5 x 94.0 / 2260	2309	18x7.5	P225/40 R18	3.214 1.913 1.366 1.025 0.948 0.79	1-4th: 4.187; 5-6th: 3.526	320 (F) 280 (R)	3100	35 mm turbo inlet restrictor required

2. #335 (Advisory Committee) Upgrade HHR SS to Cobalt SS allowances
In 9.1.10, T3, Chevrolet HHR SS add to Notes: *Front springs part #CCS635, rear springs part #CCS639, front control arms part #CCS636 and #CCS637.*
3. #384 (TC Kline) Update VW GTI spec line model years
In 9.1.10, T3, Volkswagen GTI, change model years to 2006-2010.
4. #518 (Advisory Committee) Corrections to recently classed T3 cars
In 9.1.10, T3, Chevrolet Cobalt SS (all years), change Max Wheel Size to 18x8.
5. #518 (Advisory Committee) Corrections to recently classed T3 cars
In 9.1.10, T3, Nissan 350Z, add to Notes: *Rear differential cover, Nissan Motorsports part #99996-35TDK is allowed.*
6. #518 (Advisory Committee) Corrections to recently classed T3 cars
In 9.1.10, T3, Nissan 350Z, change Max Wheel Size to 18 x 8.5 (F) 18 x 8.5 (R)

CLUB RACING MEMO

DATE: January 19, 2010
NUMBER: RM 10-01
FROM: Club Racing Board
TO: All Participants
SUBJECT: Dye Sublimated Driver Suits

The following notice is from SFI:

NOTICE OF COMPLIANCE TO MOTORSPORT SANCTIONING BODIES

SFI Foundation wanted to make our member and affiliate sanctioning bodies aware that as of November, 2009, there is a driver suit manufacturer who has successfully tested and passed all requirements of the SFI Spec 3.2A driver suit certification with a dye-sublimated material.

Previously, it had been reported that the dye sublimation process had never been successfully applied to any of the materials used in driver protective suits which meet accepted industry standards. This is no longer the case.

Please note that Racewear Manufacturing/Awesome Racewear is manufacturing, marketing, and selling a dye-sublimated race suit that fully meets SFI Spec 3.2A and may be labeled accordingly with an SFI certification compliance patch.

TIME TRIALS ADVISORY COUNCIL

TTAC MINUTES | Jan. 13, 2010

The Time Trials Administrative Council met via conference call on 01/13/2010 at 7:30 PM CST. The following members participated: Matt Rowe, Chairman; Jerry Cabe; Kent Carter; Dave DeBorde; Mark Rothermel; Steve Staveley; Tony Machi; Janet Farwell, National Staff; Marcus Meredith, BOD Liaison; Todd Butler, BOD Liaison.

These minutes are presented in topical order rather than the order discussed.

Comments regarding items addressed in these minutes should be directed to timetrials@scca.com.

Old Business

- a) National Convention Preparation – 2009 activities and summary were discussed along with areas of focus for 2010
- b) TT Operations Manual – Status provided with additional review to occur during the TTAC meeting at the national convention.

New Business

- a) TT Novice application and medical process discussed to consider simplification.
 - i) Review rule 7.4.3 B for HIPA violation – retention of medical form for licensing
 - ii) Revisions to be considered and reviewed at National Convention
 - iii) Add medical statement to novice permit
- b) Discussion regarding the use of temporary courses for PDX. Temporary courses are allowed provided the site and layout meets site inspection and safety approvals. However, the PDX program is geared towards providing high quality instruction for tracks. Consideration should be given to ensure the event will provide that experience or if other SCCA programs within the Solo area are more appropriate.

Minutes submitted by: Matt Rowe - TTAC Chairman