Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED January 2011

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | Dec. 3-4, 2010

The SCCA Board of Directors met at the Topeka National Headquarters Dec. 3-4, 2010. Attending from the Board were Todd Butler, Phil Creighton, RJ Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Dick Patullo, John Sheridan, Chairman Jerry Wannarka and John Walsh. Participating staff included: Jeff Dahnert (President), Eric Prill (VP Marketing & Communications), Terry Ozment (VP Club Racing), Rick Ehret (VP Finance), Howard Duncan (VP Rally/Solo and Special Programs), Colan Arnold (VP Membership), Doug Gill (GM Technical Services), Pete Lyon (Risk Management) as well as Bob Dowie and Jim Wheeler (CRB).

Motion: Patullo/Lybarger -- Approve previous meeting minutes: Approved Unanimous

President's Report – Jeff Dahnert

GL and PA accident insurance in place for 2011. Alternate carrier found to cover SCCA Inc Staff for same employee coverage with no increase. Still working to finalize major sponsor for Super Tour (Supersweep/Nationals program). Expect to hear early next week and announce at PRI. PRI in Orlando next weekend, will have partnership meetings there between Inc/Pro and sponsors, manufacturers. Looking at extension for 2012 for National Convention in LV. Staff Biographies included in BoD agenda for new Directors. Austin F1 track discussion, good potential for SCCA involvement at event.
BoD review/summary sheet on Director duties and responsibilities passed out to Directors.

Review Strategic Plan: Presented by Dahnert. Will be presented to membership at National Convention in Las Vegas.

Discussion around moving to 2-year renewals for membership and comp licenses. This idea has merit and is being looked into. BoD request update at National Convention.

Ready, Fire, Aim recommendations - Sheridan/Kephart

Motion: Sheridan/Kephart -- Summary: Change Operations manual and BoD Handbook to get motions, action items in 2-3 weeks ahead of time for Directors to have adequate time to review. Motion Withdrawn.

Finance Report – Rick Ehret

Finance close for October reviewed. Slightly below budget, variances are well understood, end of year forecast in alignment with our budget projections.

Budget and Finance Committee – Mike Lewis and Rick Ehret

Discussion of assumptions and forecasts baked into Plan 2011 budget. Discussion on insurance costs, costs per entry are +- same rate as historical past 5 years.
Vigorous discussion over insurance allocations and insurance recovery model.

Motion: Lewis/Creighton: To Accept 2011 Proposed Budget as presented to BoD. Motion Approved For: Merideth, Langlotz, Jones, Creighton, Lybarger, Kephart, Patullo, Lewis, Sheridan, Gordy, Wannarka, Noble. Against: Butler.

Investment Accounts: Lewis Reviewed investment accounts. Investment model guidelines last reviewed in 2003, need to update. Recommending change in investment advisors for better communications, input to Inc on investments and potential cost savings. Recommendations accepted by BoD.

Document retention summary: Review of SCCA records management and Document retention policy. Document types

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reviewed by program and retention times defined consistent with legal and regulatory requirements. Appropriate summaries to be included in BoD and Program Board Manuals.

Risk Management – Pete Lyon

NFPA and OSHA discussion. Noise regulation at tracks becoming an OSHA concern, primarily directed around workers. National Motorsports Council is monitoring and SCCA is watching closely. NFPA is fire/rescue guidelines that get adopted as civil codes and there is natural contention between motorsports sanctioning and safety organizations and potential expansion of local fire/rescue authority/regulation.

Appointments: Review of handbooks and charters for Inc resulted in flow chart for appointments presented in agenda, summary of appointments to use as a checklist for the BoD.

Insurance Committee report: review of insurance over 10 year history. Review of insurance losses and expectation set for 2011 premiums. Discussion over setting up insurance reserve fund to help cushion large spikes. General consensus this makes sense.

CRB 2011 Rules package – Bob Dowie and Jim Wheeler

Motion: Sheridan/Merideth to approve the CRB rules recommendations as noted. Details in Appendix.

- Updated MZR Engine in Sports 2000 Proposal approved pending CRB final specifications after on-track testing.
  - Approved: Unanimous

- Creation of Spec MX-5 as a regional class.
  - Approved: For: Merideth, Wannarka, Noble, Jones, Creighton, Butler, Patullo, Gordy, Sheridan. Against: Langlotz, Lewis, Lybarger
- Approved Unanimous except as noted below:
  - Item 2 Tech Glossary for Restrictor
  - FC Item 1
  - FF Item 1, 2: Kephart abstain
  - IT Item 1,2: Patullo abstain
  - ST Item 1,2,3,4
  - Production Item 1
  - AS Item 1,2,3,4: Sheridan abstain
  - CRB will re-write Item 2 to clarify
  - New Item 4 added
  - SS Item 1,2,3
  - Item 3 Not approved: For: Butler, Sheridan, Merideth. Against: Langlotz, Jones, Creighton, Lybarger, Kephart, Patullo, Lewis, Gordy, Noble, Wannarka
  - SM Item 1,2: Sheridan abstain
  - Sports Racing S2 Item 1
  - Item 2 is withdrawn
  - Touring Item 1 Wannarka abstain
  - T1 Item 1
  - T2 Item 1,2
  - T3 Item 1,2,3 Wannarka abstain

- Showroom Stock Eligibility: The CRB proposes that for 2012, the years of eligibility be reduced to 11, and in 2013, the years of eligibility be reduced to 10.

Motion: Sheridan/Meridth: Adopt proposed requirements changes to GCR to allow Concurrent National and Regional Races. Insert language at start of description for Rationals that all Rationals for 2011 must be approved by the BoD.
Approved: Unanimous

Colan Arnold: Video Conference Demo call. BoD has asked IT/Member Services to look in to alternative travel savings options.

Runoffs split schedule discussion – Dowie/Lewis. CRB has prepared several alternative schedules for discussion in

response to comments about the length of the overall Runoffs event. Multiple aspects to consider, social, workers, test days, there are Pros and Cons to any alternatives. CRB asked to look at how to potentially increase value (more track time) at event. No decision made.

Club Racing – Terry Ozment
Review of 2010 Club Racing program. 15 year olds in program resulted in 14 new drivers and no significant downside noted now that we know how to handle and treat like 16/17 year olds. High level update on commercial Drivers Schools and levels of recommendations for licenses they can issue.

Event Simplification Task Force update presented. Summary of best practices, customer service, specialty leadership. Discussion on Safety Stewards position being held by non-steward.

Runoffs financial recap presented.

Motion: Sheridan/Noble: To amend Ops manual change to provide for an alternative to the NA structure as recommended by Club Racing
Approved: Unanimous

Motion: Jones/Merideth to Approve the Tow Fund structure as proposed by Club racing for the 2011 Runoffs
Approved: Unanimous

Motion: Merideth/Lybarger: To create up to 3 TTAC annual awards for TTAC.
Approved: Unanimous

Motion: Langlotz/Jones: To Change Ops Manual, 5.6 Club Racing COA Ops wording to bring it in line with GCR.
Approved. For: Langlotz, Jones, Creighton, Lybarger, Butler, Kephart, Lewis, Sheridan, Gordy, Noble, Wannarka. Against: Merideth

Motion: Langlotz/Patullo - To Change GCR to match COA Ops manual
Approved. For: Langlotz, Jones, Creighton, Lybarger, Butler, Kephart, Lewis, Sheridan, Noble. Against: Gordy. Abstain Wannarka

Motion: Creighton/Jones: To approve Rationals as listed below. Approved: Unanimous

Sept. 3-4, Colorado Region, High Plains Raceway
May 27-30, Continental Divide Region, Pikes Peak
Aug. 6-7, Utah Region, Miller Motorsports Park
May 27-29, LOL Region, Brainerd
Feb. 5-6, Houston Region, MSR-Houston
April 30-May 1, Texas Region, Texas Motor Speedway
May 28-29, Lone Star Region, Texas World Speedway
Aug. 6-7, Houston Region, MSR-Houston
Feb. 27, Cal Club/San Diego Regions, Willow Springs
March 26-27, San Francisco Region, Thunderhill
May 6-8, Oregon Region, Portland
May 26-29, Northwest Region, Pacific Raceways
April 30-May 1, New England Region, NHIS
June 26, Florida Region, Palm Beach International

Planning Committee - Kephart: Planning Committee High-level report out: Planning Committee met for 2 days in Colorado with CRB between October and Dec BoD meetings. Good grounding between BoD and CRB. Good value in bringing in content experts to discussion. Working on ways to increase value to non-participant members (example organizations being groups like AMA, NRA). Need to work on retention rate, very high drop out rate (80%) in first 3 years. Leverage talents of the volunteers. Creighton brought up Tire-Rack like street survival skills schools. Partner with marque clubs, manufacturers, explore targeted marketing. Ideas on policy guidelines for events, different ways for BoD to communicate philosophy/policy to Stewards and CRB, how to enable/do things vs how not to do them. Need to broaden appeal. Planning Committee Top 5:

- Improve retention
- Encourage regions to have spectators
- Partner with marque clubs
- Target markets/diversity
- BoD provide policy/philosophy to CRB/Staff/Stewards

BoD wants to allow CRB to be able to spend more time planning vs just on rules, CRB has actually been able to start doing

that. Need to continue to simplify GCR.

Club Racing Roundtable discussion
What we are, What we are not, What fun means to us.
4 Market Segments: Virtual Racing, Competition Stock (safe track, cones like Marque clubs), Minimum prep, not equalized competition, but safe, Race cars, classic SCCA. Discussion of cars/classes from a conceptual view, Formula, Sports racers, Production Based and how the existing classes map to these categories.

Member Services – Colan Arnold
SCCA Member Survey result and survey of non-renewing members. Goals to understand competitors in market and to understand why people leave. Survey will be shared with Regions.

Convention update: registration is open ~100 people registered so far
BoD Convention schedule review – Thoennes. Dates are Feb 9-13
BoD meeting Wed.
New national registration systems update, MotorsportReg.Com selected. Use is optional.
Working on data collection system for what other registration systems need to provide and what kinds of results we need from AMB.

Solo/Rally Report – Howard Duncan
Rally: Rally America is running European style rally cross events with multiple cars running wheel to wheel on tarmac and unpaved surfaces in sprint Heats . SCCA is developing a cross promotional program with Rally America with the purpose of promoting SCCA RallyCross. SCCA is not operationally involved in the Euro style events .. Seminars geared towards how to increase Rally and Solo participation are being planned for the upcoming National Convention. There has been some growth in Rally participation, but the programs remain still slightly in the red financially.
Solo: Regional Solo participation is down 2% overall for the year, but National Solo participation is up about 7%. 2011 National Solo schedule looks strong, about 95% done. Conscious decision has been made to annually rotate Tire Rack National Solo events between regions in an area when possible. Experiment to run Solo, Pro Solo and Test and Tune in one weekend at Lincoln in the spring of 2011 is receiving very positive feedback.

SEB Rules Changes to Section 14 in the rules:
14.0 Other versions of ST concept
14.2.C Mudflaps, rear wing removal
14.2.F OEM spoilers splitters etc allowed.
MOTION Patullo/Lybarger. Approved Unanimous. (Detail in Appendix)

Marketing & Communications Report – Eric Prill
SportsCar survey results, high level responses. Most respondents still want hard copy but significant percentage would be interested in e-copy. Results will be analyzed and used in discussion with Haymarket

National Sponsorship Challenges: Need to resolve potential conflict issues between national sponsorships and regional sponsorships. Add to Rick Meyers RE questions for Convention session, to understand types of sponsorships and categories to help understand potential conflicts.

Steward's Conflict of Interest – Wannarka
Discussion over conflict of interest, actual and appearance when BoD members serve as Stewards. Wannarka proposed that BoD Handbook be modified to say BoD should not serve as Chair SOM or CS for an event (Regional or National), and Exec Stewards and Chair CoA should not serve as Chair SOM or CS for an event (Regional or National).

Liaison reports

Jones: CoA Report 32 actions including Runoffs.

Lybarger: SCCA Foundation. Working on raffle idea.

Jones: Enterprises. Economy not the best, customer service good, breaking even. No serious issues noted.

Creighton: RallyCross update.

Merideth: TTAC 3 annual awards approved. Definite regions where TTAC is running well, other areas need assistance.

Patullo: SEB Solo had a successful year. Implemented SEB version of CRB letter system. Job 1 for next year is new Chair. New Chair looking at relationship with Pro Solo.

Sheridan: CRB Starting to have (find) time for planning now vs just dealing with rules. Working on new blood in advisory committees. Participation in Planning Committee effort very positive.

Gordy: Stewards program developing a fastrack program for SITs.

Motion: Gordy/Sheridan: The Event Simplification Task force, under Specialty Support recommended that the Exec Stewards, once appointed by the BoD, report directly to the Chair of the Execs. Not Approved. For: Merideth, Sheridan. Against: Langlotz, Jones, Lybarger, Butler, Kephart, Patullo, Lewis, Gordy, Noble, Wannarka. Abstain Creighton.

Recess of 2010 BoD 14:45
Convene 2011 BoD 14:45

Election of officers for the 2011 Board
Motion: Gordy/Lybarger To appoint Wannarka as Chair and BoD appointments as noted: Approved Unanimous

BOD OFFICERS
Chairman: Jerry Wannarka
Vice Chairman: Lisa Noble
Secretary: Todd Butler
Assistant Secretary: NA
Treasurer: Michael Lewis
Assistant Treasurer: Marcus Merideth
5th Member Exec Committee: RJ Gordy
1st Alt Exec Committee: R. David Jones
2nd Alt Exec Committee: Phil Creighton

Program board appointments:

- Club Racing Board **MOTION** Creighton/Lybarger Approved Unanimous
- Exec Stewards **MOTION** Gordy/Jones Approved Unanimous
- Time Trials **MOTION** Merideth/Noble Approved Unanimous
- CoA **MOTION** Jones/Langlotz Approved All except Merideth: Against Merideth
- Solo Events Board **MOTION** Patullo/Lybarger Approved Unanimous
- Division Solo **MOTION** Merideth/Noble Approved Unanimous
- Solo Safety **MOTION** Merideth/Noble Approved Unanimous
- RoadRally Board **MOTION** Lewis/Lybarger Approved Unanimous
- Divisional Rally Board **MOTION** Patullo/Walsh Approved Unanimous
- RoadRally Rules Committee **MOTION** Noble/Gordy Approved Unanimous
- Divisional RallyCross Stewards **MOTION** Patullo/Kephart Approved Unanimous
- RallyCross Board **MOTION** Lewis/Lybarger Approved Unanimous

CLUB RACING BOARD
Operations Manual 5.2
Two to six members, plus the Chairman - appointed by the Board of Directors.
1 year term, no term limits; normally serve three to six years

2011 Approved
Bob Dowie (Chair)
Chris Albin
Fred Clark
Jim Drago
Dave Gomberg
Tom Start
Jim Wheeler

STEWARDS PROGRAM

Operations Manual 5.3 and 5.4.1

Chairman of the Stewards appointed by the BoD at Aug mtg with input from Club Racing senior exec; term begins 11/1

One Executive Steward per Division, selected by the Area Director(s) approved at Nov mtg

1 year term, no term limits; normally serve three to six years, term begins 1/1

Division	2011 APPROVED
Chairman	Dave Nokes
Central	Mike Engelke
Great Lakes	John Peterson
Midwest	Ken Patterson
Northern Pacific	Gary Meeker
Northeast	Earl Hurlbut
Rocky Mountain	Gloria Dickerson
Southeast	Bob Horansky
Southern Pacific	Barbara Knox
Southwest	Tom Brown

TIME TRIALS ADMINISTRATIVE COUNCIL

Operations Manual 5.7

Representative from each Division with an active TT program; approved at Dec bod mtg

1 year term, no term limits; Normally serve three to six years

Division	2011
Central	Tony Machi (co-chair)
Great Lakes	Jerry Cabe
Midwest	Chuck Deprow
Northern Pacific	Dave DeBorde
Northeast	Matt Rowe (co-chair)
Rocky Mountain	Josh Hadler
Southeast	Joe Olivera
Southern Pacific	Steve Staveley
Southwest	Dr. Kent Carter

COURT OF APPEALS

Operations Manual 5.6

Appointed by the Board of Directors; Chair of COA appointed by Chair of BoD

4 year term, no term limits

Secretary with non voting privileges may also be appointed

Position	2011
Chairman	Mike West
At Large	Jack Hanifan
At Large	Jack Marr
Alternate	Rick Mitchell
Alternate	Stephen Harris
Secretary	Sue Roethel

SOLO EVENTS BOARD

Operations Manual 6.2

Upto Seven members, including Chairman, appointed by the Board of Directors

Appointed annually; no more than 2 members from the same Division

Normally serve three-to-six years, but no more than six

2011
Steve Hudson, Chair
Dave Feighner
Dave Hardy
Richard Holden
Bryan Nemy
Mike Simanyi
Erik Strelnieks

DIVISIONAL SOLO STEWARDS

Operations Manual 6.3.1

Minimum one per Division, selected by Solo Events Board approved by the Board of Directors.

Position	2011
Southwest	Todd Farris
Southeast	Robert Lewis
Central	Sam Karp
Southern Pacific	Tom Berry
Northern Pacific	Keith Brown
Northeast	David Newman
Rocky Mountain	Lindsay Wilson
Midwest	Donna Hill
Great Lakes	Scott Hearne

SOLO SAFETY COMMITTEE

Operations Manual 6.3.2

Selected by Solo Events Board, approved by the Board of Directors

Position	2011
Southwest	John Lieberman
Southeast	
Central	Arouch Poonsapaya
Southern Pacific	Brian Robertson
Northern Pacific	
Northeast	Kathy Barnes, chair
Rocky Mountain	Cal Craner
Midwest	Jan Rick
Northeast	Bruce Bellom

ROADRALLY BOARD

Operations Manual 7.2

Two - six members plus Chairperson, appointed by the Board of Directors at Dec mtg

Position	2011
Chairman	James Wakemen Jr (2008)
	Lois Van Vleet (2006)
	Jeanne English (2008)
	Sasha Lanz (2009)
	Eva Ames (2010)
	Mark Johnson (2010)

DIVISIONAL ROADRALLY STEWARDS

Operations Manual 7.2.2

One per division, appointed by the RoadRally Board and approved by the Board of Directors at Dec mtg.

Position	2011
Southeast	Bob Ricker (2002)
Southern Pacific	Larry Scholnick
Great Lakes	Mike Bennett (2006)
Central	Mike Thompson (2006)
Northeast	Steve McKelvie (2011)
Midwest	Rich Bireta (2008)
Rocky Mountain	TBA
Northern Pacific	Monte Saager (2008)
Southwest	Sasha Lanz (2001)

ROADRALLY RULES COMMITTEE

RoadRally Rules Section 1.2.D; defer to RRB

Position	2011
Chairman	Jeanne English
	Mike Thompson
	Jim Friedman
	W. David Teter
	Dave Kolb

DIVISIONAL RALLYCROSS STEWARDS

Operations Manual 7.3.1

One per division, appointed by the RallyCross Board and approved by the Board of Directors.

Position	2011
Southwest	Richard Miller (2007)
Great Lakes	Z.B. Lorenc (2008)
Central	Brent Carlson (2008)
Midwest	Jerry Doctor (2007)
Northeast	Scott Beliveau (2003)
Northern Pacific	Paul Eklund (2010)
Rocky Mountain	Brian Tippens (2011)
Southeast	Charles Wright (2009)
Southern Pacific	Jayson Woodruff (2007)

RALLYCROSS BOARD

Operations Manual 7.3

Two to six members plus Chairperson, appointed by the Board of Directors at Dec mtg.

Position	2011
Chairman	Ken Cashion (2010), CHAIR
	Tom Nelson (2006)
	Brent Blakely (2009)
	Karl Sealander (2009)
	Warren Elliott (2010)
	Stephen Hyatt (2010)
	Bob Ricker (2009)

MOTION: Gordy/Merideth Approve 2011 BoD positions as noted. Approved Unanimous

- Subsidiary Board appointments
- Board Committee assignments

LIAISONS
Solo Event Board: Jones/Walsh
Club Racing Board: Merideth/Patullo
Road Rally Board: Kephart/Lybarger
RallyCross Board: Butler/Creighton
Enterprises Board: R. David Jones
Insurance Committee: NA
Stewards: Gordy/Merideth
Court of Appeals: Gordy/Langlotz
SCCA Foundation: Butler
TTAC: Creighton/Lybarger
Regional Executive and Operations: Langlotz/Walsh
SCCA Pro Racing: RJ Gordy

BoD COMMITTEES

Budget and Finance: Michael Lewis, Chair
- Bill Kephart
- Marcus Merideth
- Phil Creighton
- RJ Gordy

Compensation: Lisa Noble, Chair
- R. David Jones
- John Walsh
- Phil Creighton
- Michael Lewis

Director Dujour: John Walsh

Planning : Bill Kephart, Chair
- Lisa Noble
- Marcus Merideth
- Dick Patullo
- RJ Gordy
- Michael Lewis

Race Track: Dick Patullo, Chair
- Bill Kephart
- Robin Langlotz
- Bob Lybarger
- Todd Butler

SCCA SUBSIDIARY BOARDS

SCCA Foundation Board of Directors: Jim Turley, Chair
- Raleigh Boreen
- Bev Heilicher
- Dennis Dean
- H.Duncan, Liaison

SCCA Enterprises Board of Directors: Andy Porterfield, Chair
- Chris Funk
- Gary Pitts

SCCA Pro Racing Board of Directors: Tom Campbell, Chair
- Cary Agajanian
- Elliot Kaplan
- Michael Lewis
- Phil Creighton
- Jay Signore
- Brett Fisher

The SCCA BoD wishes to express thanks to the 2010 outgoing National Administrators:

Chief Driving Instructors – Ed Zebrowski
Driver Licensing Reps – Guy Ruse
Emergency Services – Leo Baker
Flagging and Communications – Ann Hefty
Grid/Pits – Gayle Lorenz
Medical – Dr. Jim Butler
Race Administration – Marina Kraft
Registration – Wanda Cecil
Sound – Wayne Briggs
Starters – Larry Kurkowski
Timing and Scoring – Carla Heath

The SCCA BoD wishes to express thanks to John Sheridan, outgoing Area 10 Director and welcome to John Walsh, incoming Area 10 Director.

2011 schedule of meetings

- Feb 9-13 At Convention
- June 10-12
- August 15 Conference call
- October 21-23
- December 2-4

Appendix: Motions

Motion: Patullo/Lybarger to approve SEB Rules Changes as Proposed. Approved Unanimous.

Effective January, 2011.

Change the third paragraph of 14.0 to read as follows:

Under the provisions of Section 1.1 of these rules, Regions are free to allow any other version of the ST concept which meets their local needs. *In particular, some tolerance in the area of bodywork allowances (e.g. wings/spoilers beyond those allowed in 14.2.F) is encouraged at this level*.

Modify 14.2.C to read as follows:

C. Factory rub strips, emblems, mud flaps, *bolt on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal)* may be removed. *Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.*

Replace 14.2.F with the following:

14.2.F Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and nonfunctional scoops/vents is allowed provided that either:

1) it is a production part which is standard or optional equipment of a US model of the vehicle

2) it is listed in the vehicle manufacturer's accessory catalog for that vehicle, for normal highway use

Parts must be installed as directed by the manufacturer.

Exact replicas (including weight) from alternate sources are also permitted.

"**Ready, Fire, Aim" Motion** by Bill Kephart and John Sheridan

Motion to amend the appropriate sections of the *Board of Director's Handbook* (Meeting Conduct, section 6, p. 13) and the *Club's Operations Manual* (section 2.2.7 Policy /Rule Changes) to incorporate the following language.

1. All motions regarding policy, finances, rules changes or personnel matters must be presented in writing to the Vice Chair of the Board, three weeks in advance of the Board's face to face meeting. The motion must be communicated to the Board at least two weeks in advance of the face to face meeting.
2. In the event that the above conditions are not met, the motion may be discussed but will not be voted upon at the Board's face to face meeting. A conference call will be scheduled by the Board to discuss and vote upon the proposed motion within seven business days of the conclusion of the face to face meeting.
3. The Chairman of the Board of Directors may waive the above requirements at his or her discretion.

Discussion – As important as the items are that the Board routinely addresses, very few are so time sensitive or critical in nature that they can't be postponed until everyone has had the opportunity to fully consider all the impacts and consequences of a proposed motion.
Disposition: Withdrawn after extensive discussion raising awareness of BoD to these issues.
Motion: Sheridan/Merideth to approve the CRB rules recommendations as noted.

- Updated MZR Engine in Sports 2000 Proposal approved pending CRB final specifications after on-track testing.
  - Approved: Unanimous
- Creation of Spec MX-5 as a regional class.
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Motion: Sheridan/Merideth: Adopt proposed requirements changes to GCR to allow Concurrent National and Regional Races. Insert language at start of description for Rationals that all Rationals for 2011 must be approved by the BoD.
Approved: Unanimous

Updated MZR Engine in Sports 2000 Proposal (Includes revisions made in recommended rule and minor edits)

The CRB has received a proposal to allow the Mazda MZR 2 liter engine as an alternate to the currently approved Ford Pinto in Sports 2000. The rules changes below would be used to implement this proposal.

In 9.1.9.B.1, add the following at the end of the first sentence: *" as defined in 9.1.9.B.5 , or the Mazda MZR 2.0 liter as defined in 9.1.9.B.6.*"

In 9.1.9.B.5, change the beginning to:

"**B.5. Engine *(Ford Pinto)***
~~The only~~ *A* permitted engine…"

Add a new section to 9.1.9.B.6 as follows, and renumber succeeding sections.

B.6. Engine (Mazda MZR)
An alternate permitted engine is the Mazda MZR 2.0L dual overhead camshaft engine, which must conform to the following specifications and may be modified only as explicitly allowed. If these specifications do not explicitly allow a modification, then it may not be done. The philosophy of the MZR engine in Sports 2000 is to allow limited engine rebuilds but no performance modifications to the engine. Overhaul procedures that in the slightest way would increase performance are not permitted (e.g., porting, polishing, coating). Blueprinting, lightening, and balancing are inconsistent with the philosophy of this formula and are not allowed. Where Mazda part numbers are specified, normal industry part number supersession is expected and the superseding part numbers are automatically included.
a. All surfaces on the head, block, connecting rods, pistons, and crankshaft must remain as manufactured by

Mazda and may not be altered in any way. The original casting marks and cast surfaces must remain as-cast and also meet all of the Mazda design values and tolerances stated in the Mazda factory manual or delineated in these specifications. The block may not be decked. The minimum block deck height is [TBD]. Only Mazda MZR engine blocks with serial numbers LFE2-10-300E ('05-'08) or LF9G-10-300 ('09) are permitted. The maximum compression ratio is 10.8:1, the required standard bore is from 3.445 inches to 3.448 inches, and the required stroke is 3.272 inches. The maximum bore dimension of 3.448 inches is intended to allow for cylinder wear only. It is not permitted to machine to this dimension. The bore measurement will be taken 1.650 inches below the block deck where the bore is untouched by the piston ring.

b. *Pistons, crankshaft, and connecting rods may be replaced only with standard, original Mazda production parts. The connecting rods may not be bored or remanufactured in any way. Standard oversize and undersize main or connecting rod bearings are permitted.Reduction of the width of the standard bearings is not permitted. Replacement main bearings must be standard Mazda or Cosworth KK3481. Replacement connecting rod bearings must be standard Mazda or Cosworth KK3483.*
c. *Only original Mazda replacement piston rings may be used. The ring end gaps may not be altered and must remain as manufactured by Mazda. All of the rings must be installed, including the complete oil scraper assembly. The piston bore may be honed solely to allow piston ring seating. The first and second compression rings must be installed in the positions designated by Mazda.*
d. *The cylinder head may not be ported, polished, or machined. The minimum head height is [TBD]. A standard three-angle "production" valve job is required, and the only allowed angles are those defined in the Mazda factory manual. The intake valve seat angles must be 35°, 45°, and 70°; the 45° seat must be a minimum 0.048 inches wide. The exhaust valve seat angles must be 30°, 45°, and 65°; the 45° seat must be a minimum of 0.048 inches wide. The camshafts, valves, springs, retainers, and shim/bucket combinations must be original Mazda parts and not modified in any way. The camshafts must remain as ground by Mazda; no polishing is permitted. Valve seats may not be replaced. Only the Mazda L3G2-10-271A ('05-'08) or LF9G-10-090a ('09) cylinder heads are allowed. Only the Mazda L3E3-12-420 intake and L309-12-441A exhaust camshafts are allowed. The original, unmodified Mazda camshaft sprockets and crankshaft timing pulley must be used. Camshaft timing must remain stock and must be set per the procedure outlined in the Mazda factory manual. Modifications to the variable valve timing mechanisms are prohibited.*
e. *Flywheel: The minimum weight is 8 pounds. Any weight removed from the flywheel must come from the clutch plate surface. Only the Mazda LFG2-11-500 ('05-'08), Mazda LF9G-11-500 ('09), Quartermaster 505307, or Cosworth 20001019 flywheels may be used.*
f. *Any dual plate 5.5 inch or single plate 7.25 inch diameter, non-carbon fiber clutch is permitted, provided no modification is made to the flywheel other than changing the clutch's points of attachment to the flywheel. The original, unmodified Mazda clutch assembly may be used.*
g. *The Life Racing F42R ECU and engine wiring harness must be used; the current specification map is required. Failure to use the current map will result in an automatic penalty of 1 year suspension from SCCA Club Racing. The map is available on the SCCA web site. Ignition coils must be standard Mazda. Spark plugs are unrestricted.*
h. *The Jenvey SCCA-S2 intake kit including intake manifold, o-rings, throttle bodies, throttle position sensor, air horns, and fuel rail must be used with no modifications of any kind. Fuel injectors must be Bosch 0 280 155 868. The provided, continuous o-rings must be fitted to each intake runner groove between the intake manifold and cylinder head to ensure that no air bypasses the o-ring seal. Intake air filters are unrestricted.*
i. *Intake restrictor: 1.205 inch diameter restrictor plate per intake port. The restrictor plates must be obtained from Quicksilver RacEngines or Elite Engines. The restrictor plates must not be modified in any way.*
j. *The exhaust system manifold tubing inside dimension must be 1.625 inches, and the manifold tubes must be a minimum of 24 inches in length, terminating into a single exhaust pipe through a 4-into-1 collector. The collector angles must be 15 degrees (30 degree included angle), with an exit diameter of 2.250 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 and reduced diameter venturi sections are prohibited.*
k. *Engines will be mounted upright and aligned fore and aft in the chassis.*
l. *The addition of material by any means to any component is prohibited.*
m. *Non-standard cam / valve covers are permitted provided they in no way improve the performance of the engine.*
n. *Three-stage dry sumps having no more than two scavenge stages are permitted. Localized machining of the engine block is permitted to allow fitment of the oil pump. An engine block breather cover may be fitted. The lubrication system is otherwise unrestricted.*
o. *Oil coolers are unrestricted.*
p. *A liquid cooling system is required; radiators and water pumps are unrestricted. The cylinder head water outlet housing may be modified or replaced to facilitate the routing of coolant lines.*
q. *Fuel pumps are unrestricted.*
r. *Gaskets and seals are unrestricted, except cylinder head gasket, Mazda part L3G2-10-271A must be used.*
s. *Pump, fan, and generator drive pulleys are unrestricted.*
t. *Generators are unrestricted.*
u. *The use of non-standard replacement fasteners (nuts, bolts, screws, studs, and washers) which are not connected*

with or do not support the intake manifold or any moving parts of the engine are permitted.

In 9.1.9.B.11, modify selected subsections as follows:

B. ~~11~~*12*. Transmission

a. The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than ~~four~~ *five* forward gears. *Five forward gears are permitted with a 25 lb. weight penalty.* The ratios are unrestricted.

d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and ~~lock~~ *locking/locked* differentials are prohibited. Excessive shimming of the differential is prohibited.

e. The use of automatic ~~and/or sequentially shifted~~ *shifting* gearbox*es* is prohibited. *Sequentially shifted gearboxes are permitted.*

f. ~~Electronically assisted gear change mechanisms and electronically controlled differentials are prohibited.~~ *Electro-mechanical, electronic, hydraulic, pneumatic and or similarly operated gear change mechanisms and differentials are not permitted. Gear changes must be made through direct mechanical linkage (e.g., by rod or cable). Devices that in any way automate engine speed matching, interrupt ignition and/or interrupt fuel for the purpose of assisting a gear change are not permitted.*

In 9.1.9.B.14, modify as follows:

B. ~~14~~*15*. Weight

1310 lbs., minimum, Pinto w/iron cylinder head and standard camshaft.

1335 lbs., minimum, Pinto with Fast Forward aluminum cylinder head and standard camshaft.

1335 lbs., minimum, Pinto with iron cylinder head and FC2000 alternate camshaft.

1335 lbs., minimum, Mazda MZR.

CRB Rules Changes Recommended:

The Fastrack month of publication is shown after each item.

Unless otherwise indicated, the effective date of each item is 1/1/11.

GCR

ITEM 1. (DECEMBER)

The CRB recommends the creation of Spec MX-5 as a regional class.

In 9.1, add a new section 9.1.11 as follows:

9.1.11. SPEC MX-5 CLASS

Spec MX-5 (SM5) (Regional Class)

9.1.11 continues in the Spec MX-5 Class Rules.

Add a new specification section 9.1.11 as follows:

9.1.11 Spec MX-5

These specifications are part of the SCCA GCR and all automobiles shall conform to GCR Section 9.

A. PURPOSE AND INTENT

The purpose of Spec MX-5 is to provide an opportunity to compete in similarly prepared low cost cars with limited modifications. The cars are a Club Racing version of SCCA Pro MX-5 Cup Car.

Only the US version of the 2006-2011 Mazda MX-5 is eligible to compete in Spec MX-5. Unless a particular modification or part is approved in these specifications, the vehicle and all of its parts and assemblies shall be stock including the sport package and suspension kit.

It is intended that the cars competing in Spec MX-5 be very similar in appearance and performance. Therefore, if an alternate part or modification is specified, it shall be used by all cars unless the OEM part is specifically allowed.

No modifications or alterations from the original "as delivered" vehicle configuration are permitted except those required in these specifications and in section 9.

No permitted component or modification shall additionally perform a non-permitted function. Replacement parts required to meet stock OEM specifications may be purchased from alternate standard outlets such as parts stores provided they are the exact equivalent of the stock OEM part.

B. AUTHORIZED MODIFICATIONS

1. *Chassis*
   a. *The outer edges of the dashboard, outside of the dash vents, may be trimmed the minimum amount required to install the roll cage A-pillar down tubes.*
   b. *The only allowable tow device for the front and rear of the car is a flexible tow strap. The preferred method of attaching each strap is looping it through the tow eye hole and the bumper brace in a choker hitch.*
   c. *There shall be an arrow that contrasts strongly with the vehicle paint scheme pointing to each tow eye/strap.*
   d. *The 3-piece front strut tower brace (p/ns: NE57-56-48X, NE57-56-48ZA, and NE57-56-49X) that comes with the sport package shall be used. The strut brace mounts may have a hole drilled in them to allow easier access to*

adjusters for the front shocks.

e. *The driver's side inner door structural panel may be removed to fit the cage, but the stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified.*
f. *Any steering wheel except wood rimmed types may be used. Any shift knob may be used.*
g. *A dead pedal/foot rest and heel stop may be added. Foot pedals may be modified to improve driver comfort.*
h. *The heater system and air conditioning equipment located in the engine compartment may be removed, but the equipment located in the cockpit shall remain intact.*

2. *Cockpit*
   a. *A bulkhead panel shall be installed in the trunk to cover the flexible portions of the fuel lines, particularly at the point where they may be rubbed by the cockpit/trunk close-out panel. The material may be metal or composite, but must be rigid.*
   b. *All interior trim components shall be removed, including the front passenger seat, carpet, sun visors, seat belts, etc., but not the dashboard and its attaching hardware and brackets. The lower portion of the door panels shall be removed. The top portion of the door panels containing the door latch release handle shall remain intact. The door window glass and window operating mechanisms shall be removed.*
   c. *Electronic items, such as the radio equipment and air bags, shall be removed. The radio face may be left in place or a replacement trim piece may be used if the radio face is removed. If the radio face plate is left installed, it must be unplugged from the vehicle wiring harness.*
   d. *Any removable equipment, such as spare tires, tools and bins, shall be removed along with any attaching hardware, brackets and covers.*
   e. *MAZDASPEED interior trim kit (p/n: 0000-07-5500-KT) shall be used in its entirety. The trunk close-out panel must be mounted up under the edge of the body to avoid having the trunk close-out panel rub on fuel hoses in the trunk.*

3. *Body*
   a. *Interior and exterior door handles are required to remain operable.*
   b. *Door locks must be disabled.*
   c. *All three of the brake lights shall be in working order.*
   d. *The headlights and tail lights shall remain in working order.*
   e. *The 2 OE external mirrors for the correct vehicle make and model (left and right) are required. They must be mounted in stock location and must be positioned so that the driver can see objects along both sides of the vehicle. The OE interior rearview mirror or an aftermarket rearview mirror shall be used.*
   f. *2006-2008 SPEC MX-5 cars may be fitted with 2009-2010 bodywork.*
   g. *MAZDASPEED trunk lip spoiler (p/n: NF51-V4-920G-xx) shall be used.*
   h. *Windshield clips are permitted and recommended. The MAZDASPEED Lexan windshield (P/N 0000-07-5101-LX) may be used in place of the stock windshield. The front quarter-windows on the doors may be removed.*
   i. *The inner hood insulation liner may be removed.*
   j. *Hood pins are permitted. If hood pins are fitted, the OE latch may be removed.*
   k. *Auxiliary screen material may be used behind the OE grille piece.*
   l. *Left and right inner fender liners must remain intact. Inner fender liners may be riveted in place and a small portion of the liners may be trimmed away where the tire makes contact with the inner fender liners. Left and right front fender liners may be removed only if the large excess holes are closed off using .040" - .060" aluminum and securely fastened into place using rivets.*
   m. *Front and rear fender lips may be rolled to prevent tire damage.*
   n. *The OE driving lights may be removed. The resultant openings may be used to direct air to the front brakes.*
   o. *Side marker lenses may be substituted with a more durable material as long as they retain their original shape and color.*
   p. *SPEC MX-5 cars may run the factory optional removable hardtop. The factory latches must be removed and replaced with positive fasteners.*

4. *Tires*
   a. *Dry tires must be any DOT P225/45ZR17.*
   b. *Wet tires must be any DOT 225/45ZR17.*

5. *Weight*
   a. *Minimum weight is 2600 lbs.*
   b. *Ballast is permitted to be used to achieve the minimum weight for a vehicle. Ballast may be mounted anywhere in/on the car provided that it does not perform a non-approved function. All ballast shall be mounted in such a way that tools are required to remove it. Holes may be drilled in the chassis and the chassis may be reinforced in order to safely secure ballast provided that the reinforcement does not perform a non-approved function. Grade 5 bolts, or better, and load-spreading washers shall be used to mount ballast when necessary.*

6. *Engine*
   a. *Engines must be ordered through MAZDASPEED. Competitor rebuilt engines are prohibited. Sealed engines may be returned to Comptech for service and resealing. Engines returned to Comptech unsealed will be refused.*
   b. *The crankshaft position sensor and crankshaft pulley relationship must be as specified in the 2006-2011 MX-5 Factory service manual, CRANKSHAFT POSITION (CKP) SENSOR INSPECTION [LF] Pg. 01-40-34.*
   c. *MAZDASPEED cold air intake system (p/n: 0000-06-5203-KT) is required.*
   d. *MAZDASPEED exhaust system (p/n: 0000-06-5450-KT) is required.*
   e. *A fuel test port must be installed between the rigid fuel supply line and the fuel rail per 9.3.*
   f. *A turn at the end of the exhaust pipe may be used to help disperse/direct noise in order to meet specified decibel limit in all conditions.*
   g. *OEM exhaust system heat shields may be removed. Exhaust headers and exhaust systems may be wrapped, coated or both.*

h. *The oxygen sensor may be reinstalled in the competition exhaust system. The sensor shall be placed in the exhaust system within reach of the OE electrical connection for the oxygen sensor.*
i. *An engine to fender brace may be used if mounted in such a way that it does not foul brake lines, fuel lines, or other systems that would interfere with the safe operation of the vehicle under race conditions.*
j. *Spark plugs are unrestricted.*

7. *Engine Control Unit (ECU)*
   a. *The stock/unmodified ECU shall be used. [Note: possibility of a sealed unit from SCCA Pro.]*
   b. *Instrument clusters shall be unmodified OE parts.*

8. *Drivetrain*
   a. *The stock 2006-2011 6-speed gearbox, internal parts and ratios shall be used by all cars. MAZDASPEED 3-4 shift fork (P/N 0000-02-5701) is permitted.*

      Gear Ratios:
      1st - 3.82; 2nd - 2.26; 3rd - 1.64; 4th - 1.18; 5th - 1.00; 6th - 0.83
   b. *The OE open differential or OE limited slip differential may be used.*
      Final Drive Ratio: 4.10:1
   c. *No treating, polishing or coating of transmission, differential or axle components is permitted.*
   d. *The clutch disc and pressure plate must be bolted directly to an unmodified stock flywheel. Permitted clutch components are as follows:*

Part	*Applicable Part Numbers*
Clutch Disc	*Mazda LF04-16-460B*
	MAZDASPEED 0000-02-5415-AC
	MAZDASPEED 0000-02-5416-AC
Pressure Plate	*Mazda LF04-16-410A*
	MAZDASPEED 0000-02-5405-AC

Part	*Diameter (in.)*	*Minimum Weight (lbs.)*
Clutch disc	*8.5*	*1.7*
Pressure Plate	*9.875*	*9.4*
Flywheel	*11.0*	*16.0*
	9.375 (machined surface)	

9. *Suspension and Steering*
   a. *Steering lock mechanisms shall be removed.*
   b. *All cars must use the MAZDASPEED SPEC MX-5 coil over kit. Kits must be used in their entirety with no parts substituted or omitted. The following is a breakdown of components supplied in the kit:*

      SPEC MX-5 Kit

Part	*Location*	*Part Number*	*Notes*
Shocks	*Front*	*F4-BE5-D175-HO*	*Bilstein Sealed Shock*
	Rear	*F4-BE5-D174-HO*	*Bilstein Sealed Shock*
Springs	*Front*	*Eibach #TBD*	*400 lb/in*
	Rear	*Eibach #TBD*	*350 lb/in*
Anti-Roll Bars	*Front and Rear*	*KIT 5536.320*	*Rear bar is adjustable. F: 25mm, R: 16mm*
Helper Spring and Adapter Spring Perch	*Front and Rear*	*0000-04-HLPR-EB*	

   c. *Bump stops may not be modified as supplied in the kit*
   d. *The anti-roll bar end links shall be used as provided. However, the anti-roll bar end links may be connected or disconnected as the driver sees fit.*
   e. *Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified factory adjustments.*
   f. *There is no minimum ride height.*
   g. *The rear shock towers supplied with the MAZDASPEED suspension kit may be reinforced through the addition of material to it, and welding of, the shock towers. Any reinforcement shall not connect the shock tower to more area of the chassis than the unreinforced shock tower contacts.*
   h. *Hardware items (e.g. nuts, bolts) may be replaced by similar items performing the same fastening function(s).*
   i. *RX8 front hubs may be substituted in place of the O.E. hubs. To complete the conversion, the following parts may be purchased from MAZDASPEED: Front Hub #F151-33-04X or #F189-33-04X, ABS Adaptor #0000-03-5901, special installation tool# 0000-03-5902. An "L" shaped retainer is allowed for the ABS adaptor housing provided it serves no other purpose.*

10. *Brakes*
    a. *Stock Brake Rotor Specification*

Location	Diameter	Thickness	Notes
Front	290mm (11.4 in.)	23mm (0.9 in.)	Vented
Rear	280mm (11.0 in.)	11mm (0.4 in.)	Solid

b. Backing plates and dirt shields may be ventilated or removed.
c. Brake lines may be replaced with steel lines or Teflon lined metal braided hose.
d. Any brake pad that fits the stock, unmodified caliper may be used. Brake pad friction material is free but must retain stock size and shape.
e. MAZDASPEED brake duct kit (p/n: 0000-03-5301) is permitted. The inner fender panels may be modified to fit the brake kit to the driving light openings.

11. Wheels
a. All wheels shall be one of the three OE Mazda MX-5 17"x7" wheels.
Style 1: (p/n: 9965-38-7070)
Style 2: (p/n: 9965-36-7070)
Style 3: (p/n: 9965-45-7070)
b. Aftermarket wheel studs and lug nuts are permitted. Wheel spacers are not permitted.

12. Cooling System
a. The alternate radiator (p/n: 0000-01-5550) from MAZDASPEED is permitted.
b. Thermostats may be modified, removed or replaced.
c. A bleeder screw may be added to heater hose tube.
d. MAZDASPEED oil cooler (p/n: 0000-01-5100-KT) may be installed.
e. The gap between the top and sides of the radiator and the core support may be sealed with tape, silicon, foam, etc.

13. Data Acquisition
Vehicles may be equipped with additional data acquisition systems consisting of a data logger, sensors and required wiring. The data acquisition system may perform no other function.

14. Electrical
a. Batteries may be replaced with those of an alternate manufacturer provided they are of similar amp-hour capacity, size and weight and are fitted in the standard location. Additional battery hold-down devices may be used and are recommended. The positive battery terminal shall be insulated to prevent sparking.
b. With the exception of the wiring needed to install the safety equipment, to operate any data system, to preserve power to the PCM or to repair accident damage, there shall be no additional non-OE wiring, connections, etc. to any wiring harness or component of the car.

15. Fuel Tank
The unleaded fuel filler trap door and restrictor plate in the filler neck may be removed.

ITEM 2. (DECEMBER)
Insert new item in Appendix F – Technical Glossary as follows:
***Flat Plate Intake Restrictor** – a metal plate through which all engine combustion chamber air (and possibly fuel) must pass. Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements (more than one plate may be required in some applications; each shall meet the requirements):*

- *The restrictor shall be made from flat steel or aluminum sheet at least 0.060 inches thick.*
- *The hole through which all air to the engine must pass shall be round, centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached; no radiusing, chamfering or beveling of the hole is permitted.*
- *The restrictor plate must be located between the throttle body or carburetor and the engine within 4 inches of the centerline of the carburetor or fuel injection butterfly.*
- *A steel or aluminum spacer no more than 0.25 inch thick may be placed between the throttle body or carburetor and the restrictor to allow for clearance of the butterfly. The hole must be the same shape and size as the throttle body or carburetor flange; no radiusing, chamfering or beveling of the hole is permitted.*
- *The restrictor plate shall be mounted on the bolts or studs used to locate the throttle body or carburetor. There shall be no movement of the restrictor plate possible when mounted.*

Formula
FC
Item 1. (December)
Based on BoD concerns, this recommendation is amended as follows and is resubmitted for approval:
Replace 9.1.1.B.6 with:
"*Unrestricted, except:*
a. Maximum of 2 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.
b. Brake rotors are restricted to ferrous material."
FF

Item 1. (December)
Based on BoD concerns, this recommendation is amended as follows and is resubmitted for approval:
Replace the first paragraph of 9.1.1.D.10 with:
"*Unrestricted, except:*

a. Maximum of 2 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.
b. Brake rotors are restricted to ferrous material."

Item 2. (December)
The fuel rail and fuel pressure valve are among the parts supplied by HPD in the FIT engine kit (they are not stock FIT parts). HPD has advised that in some cases the valve does not work in the fuel cell where it was engineered to go. They suggest allowing alternate (unspecified) fuel pressure valves that will work outside the cell, but with the supplied rail still required.
Modify 9.1.1.D.3.k.4 as follows:

4. The fuel rail ~~and fuel pressure relief valve~~ must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01). *The fuel pressure regulator may be the unit supplied by HPD or any alternate as long as the fuel pressure regulator serves no additional purpose.* Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).

Grand Touring
None.

Improved Touring
Item 1. (November)
Reclassify the 1993 Honda Civic Del Sol S from ITA to ITB. Change weight to 2345 and extend model years to include '93-'95. This matches the Civic with the same engine that was reclassified last year.
Item 2. (December)
In 9.1.3.D.1.m, add at the end: "*Cars originally equipped with hydraulically-actuated clutches may replace the clutch hydraulic lines with steel lines or Teflon-lined metal braided hose.*"
Super Touring
Item 1. (December)
In 9.1.4.3.C.3, add at end: "*Any final drive ratio is allowed.*"

In 9.1.4.D.1.a - STL, change "splitter" to "splitter*/spoiler*"
Item 2. (December)
In 9.1.4.C.3, add new sections:

"*4. Any final drive ratio is permitted provided it fits the differential/transaxle housing without modification to the housing."*
"*5. Any limited-slip or locking differential is permitted.*"

Item 3. (December)
In 9.1.4.3.D, insert a new subsection 2 and renumber subsequent subsections:

"2. For double wishbone suspension, camber adjustment devices (plates/shims/eccentric, etc.) are unrestricted, but are limited to one per wheel. Front and rear upper control arms may be modified or replaced with items that allow camber and/or caster adjustment only. The OEM rear toe adjustment arm may be replaced with any substitute."

Item 4. (December)
Replace 9.1.4.3.B.1 with the following:
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:
Honda S2000, Acura Type R, Lotus Elise/Exige
The engines from the following cars are ineligible for STL:
Honda S2000, Acura Type R

In 9.1.4.3.B.1, add "*Turbocharged cars are not permitted in STL.*"
Production
Item 1. (December)
In the November Fastrack, Suggested Rules Changes, delete EP/FP item 1 (superseded below).

In 9.1.5, change the maximum wheel size for the following cars because 14 inch racing tires are not available:
EP/FP: Elva Courier Mk I, II, & III 1622 & 1798 - ~~14 x 6 (1622) 15 x 7 MkIII 1798~~ - *15 x 7*
EP: Pontiac Fiero GT & Formula (85-88) - ~~14 x 7~~ - *15 x 7*
EP: Toyota Celica II 2.4L (81-82) (excl. conv.) - ~~14 x 7~~ - *15 x 7*
FP: Mazda GLC /323 (86-88) - ~~14 x 7~~ - *15 x 7*
HP: Volkswagen Rabbit 1715 (81-84) (excl. conv.) - ~~14 x 7~~ - *15 x 7*
HP: Volkswagen Scirocco 1715 (81-84) - ~~14 x 7~~ - *15 x 7*
HP: Volkswagen Scirocco 1780 (8-valve) (83-88) - ~~14 x 7~~ - *15 x 7*

American Sedan
Item 1. (November)
Change 9.1.6.D.1.c. as follows: "An open-sided, closed-top air cleaner assembly, *with maximum diameter of 16 inches,* with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required. Filter element material is unrestricted. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted."

Item 2. (December)
In 9.1.6.D.1, add a new section: "*r. Any belt driven, mechanical power steering pump or alternator may be used. They must mount to the front of the engine. Remote reservoirs may be added."*

Item 3. (December)
In 9.1.6, Camaro & Firebird (82-92), add to the Notes: "*Camaro only: To aid cooling, the center of the grill opening (license plate area) and bumper backing may be removed.*"

Item 4. (New)
Any H pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line, with helical cut forward gears with a minimum angle of 15 degrees. 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, circular beveled synchronizers are prohibited. All face-tooth engagement gearboxes (i.e. Dog Rings, etc) are prohibited.

Showroom Stock
Item 1. (December)
In 9.1.7.B, change as follows: "*At least one* VIN plate~~s~~ or stamping~~s~~ shall remain in place~~. There must be a minimum of two (2) VIN plates or stampings~~ *on the dashboard or chassis* that correspond*s* with the model automobile classified.

Item 2. (November)
In 9.1.7, SSB, Mini Cooper S (02-04) and Mini Cooper S (05-06), change wheel sizes from ~~16 x 6.5 or 17 x 7~~ to "*Any stock wheel available allowed. Must have BMW or MINI identification. Entrant must supply proof that wheel was offered in USA from MINI in the form of a factory document.*"

Item 3. (December)
Add a new section 9.1.7.E.34 as follows: "*Adjustment of front camber is permitted to a maximum of negative 2 degrees.*"

Spec Miata
Item 1. (December)
In 9.1.8.C.1.p, add a new item 6: "*It is permitted to remove all components of the cruise control system.*"
In 9.1.8.C.1.p, add a new item 7: "*It is permitted to remove the horn.*"

Item 2. (December)
In 9.1.8.C.7.e, add a new third sentence: "*It is allowed to attach the hard top to the upper windshield bar of the roll cage.*"

Sports Racing
S2
ITEM 1. (DECEMBER)
In response to BoD concerns, this recommendation is amended as follows:
In 9.1.9.B.11, modify selected subsections as follows:
B. ~~11~~*12*. Transmission
a. The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than ~~four~~ *five* forward gears. *Five forward gears are permitted with a 25 lb. weight penalty.* The ratios are unrestricted.
d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and ~~lock~~ *locking / locked* differentials are prohibited. Excessive shimming of the differential is prohibited.
e. The use of automatic ~~and/or sequentially shifted~~ *shifting* gearbox*es* is prohibited. *Sequentially shifted gearboxes are permitted ~~with a 25 lb. weight penalty~~.*
f. ~~Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited.~~ *Electro-mechanical, electronic, hydraulic, pneumatic, and/or similarly operated gear change mechanisms and differentials are not permitted. Gear changes must be made through direct mechanical linkage, e.g. by rod or cable. Devices that in any way automate engine speed matching, interrupt ignition, and/or interrupt fuel for the purpose of assisting a gear change are not permitted.*

Item 2. (December)
Effective upon approval by the Board of Directors, the CRB recommends adoption of the Mazda MZR engine subject to the specifications published in the July Fastrack as amended, with a 1.205 inch per port plate restrictor and an approved ECU map

(to be published on the SCCA web site upon approval of the BoD). [Adjustments to the restrictor size will be made as necessary. On track performance will be carefully monitored.]

Touring

Item 1. (December)

In 9.1.10.D.5.a.1, change "~~two (2)~~" to "*3*".

T1

Item 1. (November)

In 9.1.10, T1, delete the Ferrari 430 Challenge ((06-07). These cars are classified and welcomed in STO and their owners are encouraged to take advantage of the lower weight and other allowances in that class.

T2

Item 1. (December)

In 9.1.10, T2, Subaru Impreza WRX STi (03-07), add to Notes: "*Baldwin Motors spring package part BMI-T2SP1, permitted (includes: Front Hypercoil springs 2.25" ID / 7"x600 psi & helper springs, Rear Hypercoil springs 2.50" ID / 8"x550 psi & helper springs, Racecomp Engineering rear top perch adaptors, Racecomp Engineering modified rear top hats)*."

Item 2. (November)

In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09), add to Notes: "*Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted - part numbers 25900763 - left front caliper, 25900764 - right front caliper, 25902073 - left rear caliper, 25902074 - right rear caliper, 25869424 - rear caliper bracket, 25994100 - front rotors, 15921402 - rear rotors*."

T3

Item 1. (December)

In 9.1.10, T3, Mazda RX-8 (04-08) and Mazda RX-8 R3 (2009-10), add the following to the Notes: "*Mazda Motorsports Exhaust Header Part # 0000-06 and Mazda Motorsports Air Intake Part # 0000-06-8601.*"

Item 2. (December)

In 9.1.10, T3, Mazda Mazdaspeed3 (2007-*09*), add to the Notes: "*Mazda Motorsports Rear Swaybar Kit 32mm OD hollow Tube Part #: 0000-04-3420.*"

Item 3. (December)

In 9.1.10, T3, Mazda Mazdaspeed3 (2010-*11*), add to the Notes: "*Mazda Motorsports Rear Swaybar Kit 32mm OD hollow Tube Part #: 0000-04-3420.*"

Concurrent Regional and National Races:
From: Club Racing Board
To: Board of Directors
Subject: Requirements for Concurrent National and Regional Races

The CRB has examined the Concurrent National and Regional Race concept and proposes that the following should be the minimum requirements to put on such an event:

- All National Race requirements stated in GCR 3.1.1 must be met, except licenses and the prohibition against combining National and Regional cars on track.
- No driver may receive credit for more than one race toward license renewal in a single race session (points may be awarded in multiple championships at the discretion of the organizers).
- Separate National and Regional race results must be produced (combined results may be produced at the discretion of the organizers).
- Novice license holders may participate unless specifically excluded in the event Supplementary Regulations. To be included in the National race results and to receive credit for National race participation, the driver must hold a current SCCA National competition license.
- Procedures for determining who may participate when a race group is oversubscribed must be included in the Supplementary Regulations.

The CRB will create language for a new section 3.1.9 reflecting the preceding requirements.

Operations Manual Changes:

Replacement language to address the needs of our specialties following the removal of the National Administrator Positions - effective 1/1/11

"Move to approve the following Operations Manual Changes to support the needs of our specialties following the removal of the National Administrator positions effective 1/1/2011."

Operations Manual Changes:

5. Club Racing Administration

5.1 Basic Policies

The SCCA has established rules for, and scheduled a program of, two types of road racing programs: Club Racing and Time Trials. These rules and regulations reflect the basic road racing policies of the Club, as adopted by the Board of Directors to satisfy the needs and pleasures of its members.

Club Racing events are speed events with wheel-to-wheel competition on a closed circuit. All SCCA Club Racing events are governed by the SCCA Club Racing General Competition Rules (GCR) and must be sanctioned by the SCCA.

Time Trial events can be speed events such as hill climbs, club trials and track trials, or non-speed events such as

performance driving. All SCCA Time Trial events are governed by the SCCA Time Trial Rules (TT) and must be sanctioned by the SCCA.
Please refer to the current edition of the SCCA Club Racing General Competition Rules, Time Trials Rules, Insurance Handbook, and Fastrack for further details.
The Club Racing Board may appoint Specialty Advisors to assist in projects like (but not limited to) the creation of specialty training materials and training, assistance in determining and communicating information on technology upgrades and issues, specialty specific convention seminars, personnel recommendations, worker approval for international event participation and GCR changes. The term of these appointments will be specified and communicated to the membership.
A Medical Director will be appointed each year to facilitate medical fitness decisions with our Medical Review Board.
Tow Fund Changes:
Need BOD approval for 2011 Tow Fund (GCR Appendix B. Section 2.1.E) specifies a tow fund "authorized by the Board of Directors). The approved tow fund appears in the Runoffs Event Supps.
"Move to approve the following Tow Fund Program for 2011."
The Tow Fund Program for 2011 will consist of a $15 assessment per National Entry which will be paid to the top 3 points finishers in each class in each division. If the top three do not attend the Runoffs, the tow fund will NOT be paid farther down the points list. No money will be paid to drivers living closer than 299 miles and the maximum mileage to be paid will be 2,100 miles.

Motions to resolve Court of Appeals Ops Manual – GCR Conflicts
These conflicts were pointed out by COA Chairman Mike West who requested that the BoD review them for the purpose of bringing the two documents into better agreement. Comments from Chairman West regarding other potential conflicts between the two documents are recognized as guidance from the Operations Manual to the Board of Directors rather than language that requires any change. In other words, the GCR provides the "what" needs to happen and the Operations Manual provides the "how" it is implemented.

1. Motion: Langlotz/Jones: Change Operations Manual, 5.6 Club Racing National Court of Appeals wording to bring it in line with the GCR. Change to read;
The Court of Appeals in cooperation with the Stewards Program Advisory Committee will prepare updated Operational Guidelines for the Court as needed.
Approved. For: Langlotz, Jones, Creighton, Lybarger, Butler, Kephart, Lewis, Sheridan, Gordy, Noble, Wannarka. Against: Merideth

2. Motion: Langlotz/Patullo: Change GCR, 8.4.2 wording to bring it in line with the Ops Manual. Change to read;

8.4.2. Appointment and Jurisdiction
Each year, the ~~**Chairman of the**~~ **Board of Directors, SCCA, Inc.,** will appoint a 3 member Court of Appeals (Court), consisting of 3 regular members and one or more alternates, to review any Appeal filed under this section and make a final decision. The purpose of the Court is to provide a mechanism to resolve differences by a committee composed of members with individual and collective expertise in racing matters.
Approved. For: Langlotz, Jones, Creighton, Lybarger, Butler, Kephart, Lewis, Sheridan, Noble. Against: Gordy. Abstain Wannarka

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 7, 2010

The Club Racing Board met by teleconference on December 7, 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; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 11-01, 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/

The effective date of all proposed rule changes and reclassifications are 1/1/12 unless otherwise stated.

GCR

1. #2534 (CRB) Schedule Change Requests
   Clarify 5.12.2.A.7 as follows: "~~Convey~~ *Forward* to the SOM ~~any proposal to modify~~ *any Chief Steward proposed modifications* to the schedule of competitions *for approval*."

2. #3271 (Verne Wandell) Requesting approval for Midwest Council Novice License
   The staff and CRB have determined that the MSCC Novice Permit is equivalent to an SCCA regional license. In 3.1.5.C.7.7, modify as follows: "Midwestern Council of Sports Car Clubs (MCSCC) Full *and Novice permit*"

SUPER TOURING

1. #3316 (Ian Stewart) Allow Alternate headlights - HID alternative
   Replace 9.1.4.L.3 with: "*Standard headlight and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension.*"

PRODUCTION

FP

1. #3211 (Ron Leiferman) Increase compression on the BMW 320i and 2002 to 12:1
   In 9.1.5, FP, increase compression ratio of the following BMWs: 320i (77-79), 320i (80-83), 318i and 2002/tii to *12.0:1*.

SPEC MIATA

1. #3044 (CRB) clarify exhaust rules
   Modify 9.1.8.C.1.m.4 as follows to clarify what muffler configurations are permitted:

   a. The replacement system retains the original configuration (i.e., single tube design) and the tubing is a maximum of 2.25 inches outside diameter. *The maximum length of tubing used for the system beyond the OEM down pipe shall not exceed 120 inches (includes catalytic converter replacement pipe if used).*
   b. The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system. *The exhaust system shall not create any new openings in the rear bumper.*
   c. No expansion chambers. *A single muffler may be added. The muffler shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches. The muffler shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car). In addition, the sum of the length and width of the muffler shall not exceed 40 inches.*

TOURING

T2

1. #3063 (Todd Napieralski) Suspension Upgrade
   In 9.1.10, T2, Chevrolet Camaro SS & Z-28 (98-02), add the following to the Notes: "*Strano Performance Camaro Track Package (Part #SP-141, Spring Set (550# Front/150# Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted.*"

T3

1. #1351 (Joel Arel) Allow suspension changes in WRX in line with the 06-07 TR
   In 9.1.10, T3, Subaru Impreza WRX (02-07), add to Notes: "*Nukabe non-adjustable sway bars (F) 667311a22 and (R) 666311bj22 allowed. AMS front and rear springs #AMS-SCCA01 permitted.*"

CAR RECLASSIFICATIONS

IMPROVED TOURING

ITC

1. #3394 (Josh Sirota) Reevaluate weight/class of ITB Dodge Daytona
   In 9.1.3, ITB, Dodge Daytona 2.2 (84-89), reclassify from ITB to ITC at 2380 lbs. and classify the identical Chrysler Laser, effective 1/1/12. [Note separate Technical Bulletin item to reduce 2011 ITB weight to future ITC weight.]

WHAT DO YOU THINK?

DSR

Member input is being requested with regard to the minimum weight in DSR.

In the last few years, many new cars have been built of larger overall size for aerodynamic advantage and at the expense of not meeting minimum weight. These newer cars can achieve minimum weight through attention to detail and through the use of lightened and sometimes expensive parts. Many of the owners of these cars are requesting an increase in the minimum weight to avoid the effort and expense they would incur in trying to achieve the minimum weight. Simply increasing the minimum weight for all cars would require many existing cars to add significant ballast and take away the advantage they have gained through engineering to minimum weight; many of the lighter cars are smaller in overall size and have less aerodynamic advantage. Additionally, increasing minimum weight would take away from future car builders the options to design for minimum weight and to use newer, lighter material choices.

Traditionally, DSR has been a class with few limitations and restrictions with the prevailing philosophy to not attempt to equalize cars/engines as technology and design have advanced and produced dominant cars and designs. An increase in weight to simply equalize cars and curtail the use of newer materials and design would be a significant change in the philosophy and intent of the class.

With these concerns in mind, member response is requested on the following options:

1. No change to the current minimum weight.
2. Minimum weight raised to 1000 lbs for all cars.
3. Minimum weight based on a matrix, for example: “The minimum weight of the car with driver as raced shall be determined by the multiplying the wheelbase times the overall width of the car.
   Up to 6000 square inches: 900 lbs.
   6001 to 7500 square inches: 1000 lbs.
   Over 7500 square inches: 1100 lbs.”
4. Minimum weight of 1000 lbs for cars with aerodynamic underbody designs other than flat bottom; otherwise 900 lbs.

Note: these choices might not be the exact language of a rule change, if one is made

MEMBER ADVISORIES

AS

As a result of a question that arose at the Runoffs, we wish to advise AS competitors that springs and shocks that are part of the third link are not considered additional springs or shocks as defined in 9.1.6.D.4.b.

FA

The F/SR advisory committee and the CRB are considering adjustments to weights and restrictors for up to 2.0 liter and up to 2.5 liter engines in FA and CSR. These adjustments will result in all such engines (regardless of compression ratio) using Single Inlet Restrictors. Every effort will be made to balance performance within these classes while maintaining the attractiveness of longer service times for larger displacement engines. No adjustments will be effective before 4/1/2011.

SS

Showroom stock competitors are advised that (with Board of Directors approval), in 2012, the years of eligibility for Showroom Stock cars will be reduced to 11, and in 2013, the years of eligibility will be reduced to 10.

NOT APPROVED BY THE CRB

GCR

1. #2793 (Bill Schepergerdes) Inspection of cars that set new lap record (during a race)
   There are numerous circumstances that could prevent the car from being impounded immediately after a race in which a lap record is set, such as if the car retires to the paddock before the race finish or if Timing and Scoring does not realize a lap record was set until sometime after the cars have been allowed back into the paddock.

GRAND TOURING

GT2

1. #3119 (Wolfgang Maike) Competion adjustment for the Toyota 5S engine
   The engine is competitive as classified.

GT3

1. #3040 (Wolfgang Maike) Competion adjustments
   The cars are competitive as classified. Competition adjustments are not based on Runoffs performance only.

2. #3041 (Wolfgang Maike) Competion adjustments - Reduce wt. of all 1800cc cars
   Thank you for your input. The cars are competitive as classed.

3. #3140 (Doug Norton) Reduce the weight of smaller displacement engines by 150 lbs
   Thank you for your input. The cars are competitive as classified. In addition, adopting the requested action would blur the distinction between GT2 and GT3.

GTL

1. #3287 (Mark Ward) Follow up adjustment request
   Thank you for your input. Your request is not consistent with the overall approach taken to adjusting GTL weights and restrictor sizes.

IMPROVED TOURING

1. #3356 (Chris Leone) Fuel cell capacity for BMWs in IT
   Other cars have the same allowance. No change is warranted.

SUPER TOURING

STO

1. #2951 (John Slinkard) Honda S2000 - allow an engine upgrade in size of cc,liter,cubic i
   The car is classed appropriately. We will continue to monitor performance.

STU

1. #3319 (Ian Stewart) Increase engine stroke on S2000 vs K24 engine swap
   The car is classified appropriately. We will continue to monitor performance

2. #3406 (Ben Phillips) Class Boxster S in STU
   There are options to run a Boxster in STU. The 2.7L is eligible and would be in line with the horsepower target. A current ITR classified car would be eligible for STU in IT configuration.

PRODUCTION

FP

1. #3325 (Scott Sanda) Reclassify E prod 914-4 to F prod at 2150 lbs
   This car is competitive as classed.

HP

1. #3317 (Jonathan Stocum) classification of prep 2 volvo 142's in HP
   This car does not fit the profile of the types of cars classed in HP; the 2.0 liter engine is too large for the class.

AMERICAN SEDAN

1. #2980 (Jeff Werth) Allow 8 engine Sleeves or aftermarket engine blocks
   Both requests would result in competitive advantages. The current rule is correct as written.

SHOWROOM STOCK

1. #3132/3153 (Joel Lipperini/David Mead) Rule Change (Clarification) Showroom Stock Exhaust System
   The rule is adequate as written.

SSB

1. #3027 (Joel Lipperini) SSB Car Classification Request - 2004 to 2007 Chrysler Crossfire
   There are no OEM 18 inch wheels available for this car.

2. #3098 (Jim Ebben) Allow the JCW Mini Cooper S in SSB.
   This car is not appropriate for SSB.

3. #3209 (Bob Schader) move the RX8 from T3 to SSB
   Thank you for your input. The car is classed appropriately.

4. #3314 (David Mead) allow 18”oem wheels 05-2010 Mustang V6
   The request is for a non-standard wheel.

SSC

1. #3035 (Joel Lipperini) Reclassify the 02-04 Acura RSX-S to SSC
   This car would weigh too much in SSC at process weight

2. #3075 (Bill Seifert) Move Runoffs winning Toyota to SSB
   This car is classed appropriately.

3. #3116 (Joel Lipperini) Update GCR, modify weights
   Thank you for your input. Weights are appropriate as specified.

4. #3148 (Jason Fitzpatrick) Consider 2010 Volkswagen TDI Cup “Street” Edition for SSC
   The performance level of this car is too great for SSC.

5. #3252 (David Mead) drop 100 lbs (08-09 VW Rabbit)
   The car is at process weight.

6. #3253 (David Mead) drop 100 lbs to 3050 05-06 Sentra SER Spec V
   The car is at process weight.

7. #3254 (David mead) drop 100lbs to 3000 lbs (02-04 Sentra Spec V)
   The car is at process weight.

8. #3255/#3258 (David Mead) 100 lbs weight reduction to 2650 for Focus ZX4 ST
   The car is at process weight.

SPEC MIATA

1. #2355 (David Dewhurst) Request smaller restrictor plate for 1999/2000 Spec Miata
   Thank you for your input. We will continue to monitor performance.

2. #2460 (Sean Hedrick) Allow a windshield support brace
   The rule is adequate as written.

3. #3129 (Paul McLester) Competition Adjustment for 1990-93 Miata
   Thank you for your input. We will continue to monitor performance.

TOURING

T1

1. #3334 (Michael Pettiford) Reduce Corvette GS weight 100 lbs
   The car is competitive as classified.

T2

1. #1325 (CRB) Parts bin T2 brakes
   The question was put to the membership: Should T2 cars be allowed “parts bin” brake components? That is, should any brake parts within a manufacturer’s line be allowed to be used? Based on member input, this proposal will not be pursued.

2. #3218 (Marty Grand) restrictor rule - Request larger restrictor for Evo IX
   The car is competitive as classified.

3. #3279 (Patrick Womack) Add factory strut brace
   Not within class philosophy.

4. #3335 (Michael Pettiford) Reduce the Solstice GXP weight 100 lbs
   The car is competitive as classified.

T3

1. #2145 (Rob Piekarczyk) Allow Mazdaspeed3 Cold Air Intake
   Not within class philosophy.

PREVIOUSLY ADDRESSED

GRAND TOURING

GT3

1. #3176 (Richard Gray) Chokes not restrictors
   See letter #2952 in November Fastrack.

SHOWROOM STOCK

1. #3154 (David Mead) fixing vin requirements rule
   See December Fastrack, page 33.

SSB

1. #3019 (Stan & Tom Czacki & Aquilante) Weight Reduction- Camaro & Firebird
   See November Fastrack, page 6.

SPEC MIATA

1. #2227 (Steven Holloway) update rear sway bars
   See December Fastrack, Spec Miata Item 4, page 28.

2. #2260 (William Keeling) item #2089 Allow rear track to match 99-05 cars
   Approved by the Board of Directors (see December Fastrack, page 28).

TOURING

T2

1. #1929 (Brett Mars) Mustang brake duct kit
   See December Fastrack, page 30.

T3

1. #3087 (Ali Naimi) Help: Reduce weight and allow headers of RX-8
   See letter #3076 in December Fastrack.

NO ACTION REQUIRED

GCR

1. #2555 (Scott Bowman) Comment on Impound Waiver
   Thank you for your input. The Board of Directors has approved the proposed language for the 2011 GCR. The Executive Stewards are implementing a procedure for dealing with the type of situation you describe.

2. #3057 (Kyle Watkins) Procedure Changes for 2011 Runoffs
   The CRB would like to thank the writer, a long-time Runoffs competitor, for his thoughtful comments and suggestions for next year's Runoffs. The Chief Steward has read your letter and during the preparation for next year's event these ideas will be given consideration. In addition, the CRB will determine if any of the suggestions need to be reflected in the GCR.

3. #3059 (Kyle Watkins) Procedure Changes for 2011 Runoffs
   The CRB would like to thank the writer, a long-time Runoffs competitor, for his thoughtful comments and suggestions. All competitors will receive an invitation to fill out a survey that includes several schedule alternatives and other questions. Depending on the responses, a different type of schedule may be implemented.

4. #3208 (Kyle Disque) Public Relations regarding rules changes
   Thank you for your input. Your points are well-taken and we will endeavor to be clear about rule change and competition adjustment status in the future.

5. #3248 (Peter Cheney) Qualifying for runoffs
   Thank you for your input. However, in the example you gave, the driver would have easily qualified for a Runoffs invitation under the second or third qualifying options.

6. #3318 (Butch Kummer) Removal of CRB Application
   Thank you for your original interest in serving on the CRB.

7. #3326 (Nicholas Galuardi) GCR disappointment
   Thank you for your input. The cost of the GCR was bundled in with the license fee in 2005. The costs of producing the hard copy GCR have increased since then. Printing and postage costs in particular have risen significantly. Charging for the printed GCR was avoided as long as possible, but basic economics are hard to ignore. Providing the information in an electronic format provides members more timely updates. Our goal is to contain costs as much as possible while providing

better means of accessing the information. Also, consider that the printed GCR is out-of-date almost immediately due to ongoing rule clarifications and competition adjustments. Updating the printed GCR requires transferring the changes by hand or printing out Fastrack each month. Note that drivers are not required to have a physical copy of the GCR at events.

8. #3344 (Carl Liebich) Qualification for Runoffs
   Thank you for your thoughts. By now you are probably aware that the Board of Directors has approved new qualification requirements for 2011.

SUPER TOURING
STO
1. #3435 (Jerry Onks) Make Retrictor Plate spacers free in thickness and design
   See letters #3420 and #3430.

STU
1. #3270 (Carolyn Kujala) Remove OEM ABS restrictions
   See December Fastrack, page 43 (9.1.4.O.12) for ABS allowance (applies to all ST classes).

2. #3415 (Eric Nummelin) Classify 2002 Cougar Using WC VTS
   The car is eligible for STU with the appropriate STU specifications and by bringing the compression ratio in compliance.

AMERICAN SEDAN
1. #3235 (John Payne) use of alternate rear spoiler
   The spoiler in question is a GM part and came from GM as part of the SS option. The spoiler is compliant as installed.

SHOWROOM STOCK
1. #3266 (Stan Czacki) Comment on Recommended Rules Changes-Nov 10
   The SS camber adjustability was not approved by the Board of Directors.
   See December Fastrack, page 43 (9.1.4.O.12) for ABS allowance (applies to all ST classes).

SSB
1. #3267 (Jim Ebben) the open rim rule does not help the Mini Cooper S
   Thank you for your input.

SSC
1. #3147 (Jason Fitzpatrick) Information regarding allowable transmission
   The Volkswagen DSG transmission is allowed in T3 and STU. Only base model transmissions are permitted in SSC.

SPEC MIATA
1. (Multiple) Input on 99-05 Suspension components on 90-97 Cars
   Denied by Board of Directors (see December Fastrack, Spec Miata item 3, page 6).

2. (Multiple) Input on proposed rule changes for SM (august fastrack)
   Suspension denied by Board of Directors (see December Fastrack, Spec Miata item 3, page 6). Others approved.

3. #2351 (Brian Ghidinelli) Research improving parity by reducing torque of 99+ cars
   Thank you for your input. We will continue to monitor performance.

4. #2478 (Steven Holloway) Do not include SM5 with Spec Miata
   Thank you for your input. A separate regional class has been approved.

5. #2537 (Daniel Cutler) Allow non-essential parts to be removed to make weight
   The rule is adequate as written.

SPORTS RACING
S2

1. #3213/#3225/#3308 (David Ferguson/Bob Wheless/Micheal Bautz) Support for Mazda MZR Engine Proposal with 5-speed allowance
   Thank you for your input. See the Board of Directors decision in this Fastrack.

TOURING
1. #3175 (Richard Kulach) oppose brake request rule expansion
   Thank you for your input.

2. #3215 (Marty Grand) Opposed to open springs
   Thank you for your input. The Board of Directors denied this change.

T1

1. #3210/#3257/#3337 (Edward Zabinski/ David Mead/William Wade) Do not declassify the 430 in T1
   Thank you for your input.

T2

1. #3219 (Marty Grand) Reduce weight Evo IX
   Thank you for your input. Performance will continue to be monitored.

2. #3332 (David Muramoto) Oppose brakes upgrade (letter #3083) for Solstice GXP
   Thank you for your input.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2010
NUMBER: TB 11-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 1/1/11 unless otherwise noted.

GCR

1. #2158 (Terry Ozment) Concurrent Regional/National Races
   Insert a new section 3.1.7, and renumber subsequent sections, as follows:

   3.1.7 Concurrent National and Regional Races
   Note: For 2011, all Concurrent National and Regional Races shall be approved by the SCCA Board of Directors.

   A. All National Race requirements stated in 3.1.1 shall be met, except licenses and the prohibition against combining National and Regional cars on track.

   B. No driver may receive credit for more than one race toward license renewal in a single race session (points may be awarded in multiple championships at the discretion of the organizers).

   C. Separate National and Regional race results shall be produced (combined results may be produced at the discretion of the organizers).

   D. Novice license holders may participate unless specifically excluded in the event Supplementary Regulations. To be included in the National race results and to receive credit for National race participation, the driver shall hold a current SCCA National competition license.

   E. Procedures for determining who may participate when a race group is oversubscribed shall be included in the Supplementary Regulations.

2. #2622 (Terry Ozment) Defending National Champions eligibility rules
   Clarify and correct 3.9.2.B by modifying item 3, adding items 6 and 7, and deleting the final paragraph as follows:
   "3. He may compete *only* in ~~any participating National~~ *the* class being defended."

   "6. The provisions of this section may not be invoked two years in a row, even if he repeats as National Champion."

   7. In addition, a current defending National Champion, who has not met the Runoffs invitation requirements in 3.9.2.A, may be accepted as an entrant even if he did not finish at least 4 National races in the same class during the current year."

   ~~In addition, a current defending National Champion who has not met the Runoffs invitation requirements in 3.9.2.A. may be accepted as an entrant even if he did not finish at least four National races in the same class during the current year. This provision may not be invoked two years in a row, even if he repeats as National Champion. A defending National Champion entering the Runoffs under this paragraph will not receive Runoffs tow funds.~~

3. #2649 (Terry Ozment) Who can issue license waivers
   To reflect current procedures, change Appendix C.2.5.B, first sentence, from "~~Only the Club Racing Office may issue a Novice Permit to a Minor.~~" to "*With the approval of the Divisional Licensing Administrator, only the Club Racing Office may issue a Novice Permit to a minor.*"

4. #3156 (Peter Villaume) Revisit letter #2841 (Locking Hood pins in Production)
   The CRB did not understand the writer's original request. In 9.3.10, add a new sentence: "*Hood fasteners must be removable with simple tools; no fastener requiring a key to open it is permitted.*"

5. #3351 (CRB) FasTrack or electronic version of the GCR takes precedence
   To properly reflect the current relationships among the electronic version of the GCR and other communication media, change 1.2.2.A from "~~At its sole discretion and at any time, the SCCA may revise or supplement the GCR through FasTrack, Racing Memos, Member Advisories, or Tech Bulletins published on the official SCCA web site. An effective date will be published for all revisions and supplements.~~" to "*The latest published electronic GCR version on the official SCCA web site supersedes all prior GCR versions, FasTrack, Racing Memos, Member Advisories, or Tech Bulletins published in writing or*

on the official SCCA web site as of the first day of the month of publication."

6. #3430 (Jerry Onks) Change Restictor Plate Spacer Thickness
   TB: In Appendix F, Flat Plate Intake Restrictor, fourth bullet item, change ~~0.25~~ inch to *0.75* inch.

7. #3539 (CRB) Correct 8.4.2
   In 8.4.2, first sentence, strike "~~Chairman of the~~" to conform to actual practice and the SCCA Operations Manual.

GT1

1. #3189 (J. Richard Grant) Reduce all GT-1 weights
   In 9.1.2.E.1.b.1 and 9.1.2.E.1.c, apply a 3.5% reduction to all stated weights, and round to the nearest five pounds.

IMPROVED TOURING

ITA

1. #3392 (CRB) Change weight of 2nd-gen Neon non-ACR
   In 9.1.3, ITA, Dodge / Plymouth Neon incl. SE, ES, SXT (00-03), change the weight from ~~2440~~ to *2345*. [An error was made during the initial weight assignment.]

ITB

1. #3393 (CRB) Reduce weight of '83-'84 Dodge Shelby Charger
   In 9.1.3, ITB, Dodge Shelby Charger (83-84) and Dodge Omni GLH 2.2, change weight from ~~2340~~ to *2290*. [An error was made during the initial weight-assignment process.]

ITR

1. #2501 (Tristan Smith) Please re-examine weight for ITR 300zx
   In 9.1.3, ITR, Nissan 300ZX (89-96), change the weight from ~~3250~~ to *3120*. [An error was made during the initial weight-assignment process.]

SUPER TOURING

1. #3276 (Phil Phillips) APR Wing - SCCA spec - chord width
   Add to end of sentence 9.1.4.D.2 STU and STL

   "*APR performance wing GTC-200 part #AS-104801, variable cord length (8.75" Inner/6.75" Outer), is permitted.*"

2. #3481 (CRB) Transmission clarification.
   In 9.1.4.M.3, clarify as follows: "Cars with *aftermarket* sequential shift transmissions shall increase the minimum weight by 100 pounds".

STO

1. #2234 (Shad Huntley) Update GCR Super Touring Category Specifications (9.1.4.1.H)
   Classify "World challenge" Acura NSX turbo. Classify at *2850* lbs. *Driving ambitions turbo kit- Part #DA-1000. Comp turbo #ct-4372 Turbo inlet restrictor of 44mm is required.*

2. #3429 (Jerry Onks) Equalize restrictor plate rule
   In 9.1.4.1.H, Chevrolet Corvette, 7000cc, increase the restrictor plate size from ~~60mm~~ to *75mm*. [This plate size shall use the SCCA specification of flat plate restrictor.]

3. #3470 (CRB) STO Weight Changes
   In 9.1.4.1.H, make the following changes:
   Cadillac CTS-V reduce weight to *3240* pounds.
   Corvette 5.7L (LS6) reduce weight to *2950* pounds.
   Corvette 6.0L (LS2) reduce weight to *3240* pounds.
   Corvette 6.2L (LS3) reduce weight to *3350* pounds.
   Camaro/Firebird 5.0L reduce weight to *2500* pounds.
   Camaro/Firebird 5.7L (LS6) reduce weight to *2950* pounds.
   Camaro/Firebird 6.0L (LS2) reduce weight to *3240* pounds.
   Mustang 4.6L reduce weight to *2380* pounds.
   Mustang 5.4L reduce weight to *2790* pounds.
   Mustang 5.8L reduce weight to *3000* pounds.
   Dodge Viper 8.3L reduce restrictor plate to *55mm*. Mandatory 3/1/11.
   Dodge Viper 8.4L reduce restrictor plate to *55mm*. Mandatory 3/1/11.

4. #3471 (CRB) Ferrari 430
In 9.1.4.1.H, correct Ferrari 430 Challenge requirements as follows: Weight *2950*. The notes should read "*Must be prepared to the 2006 Ferrari Challenge specifications except that: DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted*".

In 9.1.4.1.H, correct Ferrari 430 requirements as follows: Weight *3250*. The notes should read "*Kessel 430 GT3 front fenders, hood and bumpers allowed; if installed, single radiator is allowed. Must conform to 9.1.4.F.7.*".

5. #3472 (CRB) New Spec Lines.
In 9.1.4.1.H, add the following classifications:
BMW M3 E46 (3.2L) supercharged at 2850lbs. Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.
Corvette 6.2L (Stock OEM LS3) at 3110 pounds. Notes: *Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory*
Camaro/Firebird 6.2L (LS3) OEM weight to be 3110 pounds. Notes: (see Corvette).
Camaro/Firebird 6.2L (LS3) at 3350 pounds.
Camaro 2010 5.7L (LS6) weight at 2950 pounds.
Camaro 2010 6.2L (LS3) OEM weight at 3110 pounds. Notes: (see Corvette).
Camaro 2010 6.2L (LS3) weight at 3350 pounds.
Cadillac CTS-V 6.2L (Stock OEM LS3) OEM weight at 3110 pounds. Notes: (see Corvette).
Cadillac CTS-V 6.2L (LS3) weight at 3350 pounds.
Mustang 5.0L at 3100 pounds. Notes: "*Allow Laguna Seca intake manifold and throttle body*".

STU

1. #3220 (Marty Grand) Classify the Evo in STU
9.1.4.2.G.2, add *41mm restrictor at 3430 pounds*.

STL

1. #3422 (Sean Sweeney) Allow Mazda 13B Non ported motor in STL at appropriate weight
In 9.1.4.3.G.2 change Mazda 12A weight from ~~2365~~ to *2225*. Add the *Mazda 13B at 2615*. *No porting is permitted in either engine. The 5th and 6th intake port actuators and valves may be removed or disabled.*

PRODUCTION

EP

1. #3240 (John Longwell) Allow use of stock cast iron block: BMW 328i E36 (96-99)
In 9.1.5,EP, BMW 328i E36 (96-99), correct block material to "Alum *or Iron*".

2. #3386 (R. Inness Eisele) Clarify spec line to include "i" model.
In 9.1.5, EP and FP, correct the model designations of the following BMWs from ~~318~~, ~~320~~ and ~~328~~ to *318i/is*, *320i/is* and *328i/is*.

AS

1. #3324 (Scott Sanda) Weight adjustment for AS - Reduce CTS-V 04-05
In 9.1.6, Cadillac CTS-V (04-05) Restricted Prep., change from ~~3940~~ to *3750*.

In 9.1.6, Cadillac CTS-V (06-07) Restricted Prep., change weight from ~~3990~~ to *3800*.

SHOWROOM STOCK

SSB

1. #2043 (David Mead) add 2008-2010 to spec line
In 9.1.7, SSB, Ford Mustang V6 (05-09), change the model years to (05-*10*)

2. #2325 (Karl Clements) Approval of 2010 MX5 Miata to SSB
In 9.1.7, SSB, Mazda MX-5 Touring/Grand Touring (2009), change model years to (2009-*11*).

3. #3336 (Lee Niffenegger) Remove 80lbs of Competition Adjustment Weight from SSB Civic Si
In 9.1.7, SSB, Honda Civic Si (06-09), change weight from ~~3075~~ to *3050*.

4. #3535 (CRB) Weight reduction for 96-02 Firebird
In 9.1.7, SSB, Pontiac Firebird V-6 (96-02), change weight from ~~3360~~ to *3300*.

SSC

1. #3099 (Jim Ebben) Allow the VW GTI suspension and wider tires on the Rabbit.
   In 9.1.7, SSC, Volkswagen Rabbit 2.5 (06-07), change "195/65 or 195/40 (max)" to "195/65 or *225/45/15* or 195/40 (max)".

SPEC MIATA

1. #2688 (Tony Coello) Reduce the weight of the 94-97 Miata by 50lbs
   In 9.1.8, Mazda MX-5 / Miata (94-97), change the weight from ~~2400~~ to *2365*.

2. #3563 (CRB) Correction on 99-05 anti-roll bars
   The response to letter #1763 in the August Fastrack was incorrect. The response should have been that a change to the anti-roll bars for the 99-05 Miata was not recommended.

TOURING

1. #2919 (Rob Hines) Allow addition of idler pulley to replace A/C compressor
   In 9.1.10.E.3.b.1, add the following to the last sentence: "or replaced with an idler pulley that serves no other purpose".

2. #3531 (CRB) Clarify Brake Duct Rule
   Correct 9.1.10.D.6.a.5 (see December Fastrack, page 30) as follows: "Any brake ducts are permitted, but they must serve no other purpose and must mount withoutmodification to other components~~ except for duct intake openings in the bodywork,~~ *but front parking light assemblies may be removed to provide an opening for the ducts*. The ducting must not be visible from outside the car."

T2

1. #3001 (Joe Aquilante) Include 2011 STI in the Spec page for T-2
   In 9.1.10, T2, Subaru Impreza WRX STi (08-10), change model years to (08-*11*).

2. #3054 (CJ Moses) Request Classification of Mitsu Evo X in T2
   In 9.1.10, T2, classify *Mitsubishi Lancer Evolution (08-11)* at *3530* pounds. All other specifications same as (03-06).

3. #3286 (David Woodle) Add Solstice competition adjustments Saturn Sky
   In 9.1.10, T2, Saturn Sky Red Line (07-09), add to Notes: "*Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted - part numbers 25900763 - left front caliper, 25900764 - right front caliper, 25902073 - left rear caliper, 25902074 - right rear caliper, 25869424 - rear caliper bracket, 25994100 - front rotors, 15921402 - rear rotors.*"

T3

1. #2166 (Paul McLeod) New T-3 car: Please classify Subaru WRX 5 door wagon
   In 9.1.10, T3, classify the Subaru Impreza WRX 5 door with the same specifications as the Subaru Impreza WRX (02-07) except the wheelbase which is 2573mm.

LEGEND CARS

1. #1973 (CRB) Add Legends Car Exception to 9.3.54 Window Nets
   In 9.3.54, add a sentence at the end: "*Legends Cars are not required to have window nets*."

2. #1975 (CRB) Allow Exhaust Exception in section 9.3.22
   In 9.3.22, add to the end of section: "*Legends Cars exhaust systems must comply with the official Legends Cars technical specifications.*"

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Nathan Ulrich vs. SCCA Review Committee
COA Ref. 10-06-RI
November 18, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On or about October 25, 2010, Nathan Ulrich, Technical Director of Radon Sport LLC, requested a Rules Interpretation (RI) under the 2010 GCR Paragraph 8.1.4. (Compliance Review) and various sections of the GCR (9.1.1.B. and 9.1.1.D.) as they relate to the proposed construction of a new Radon RN 10 Formula Continental (FC). He specifically asked for a determination of the compliance of three items. David Nokes, SCCA Chairman of Stewards, appointed a Review Committee consisting of Jim Averett, Mike Beaumia, and Bob Horansky, Chairman, to review and render a decision on the request.

Based upon statements in the design review document, diagrams, and photos supplied by Mr. Ulrich, the Review Committee determined the first item in the request was compliant with the 2010 GCR.

The second item, use of carbon fiber laminate panels as interior cockpit protection, was ruled to be in compliance with the 2010 GCR Sections 9.1.1.D.8.f. and 9.1.1.D.7.b.2. The Review Committee further stated "Though the Carbon fiber panels strength and the substantial apparent mounting to the frame members at greater than six inch points may significantly add structural strength to the chassis, it still conforms to the 2010 GCR." Their decision was further qualified contingent on the proposed bodywork (photos of which were not provided) being such that these interior panels are not exposed to the air stream and as such be considered bodywork.

The third item reviewed was the front bulkhead. The Radon RN 10 uses a substantial machined 1.2 inch aluminum plate as the bulkhead, bolted to the frame rails. The GCR requires the frame construction to be steel space frame construction (D.7.a.) with a bulkhead forward of the driver's feet. The committee found this design non-compliant with the 2010 GCR.

Based on GCR 8.1.4.B., the report of the Review Committee was submitted to the SCCA Court of Appeals for review.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Jack Hanifan, and Michael West, Chairman, met by conference call on November 11, 15, and 18, 2010 to review, hear, and render a decision on the report of the Review Committee. Bob Dowie, SCCA Club Racing Board Chairman and Dave Gomberg, Club Racing Board Member, participated in the November 15, 2010 conference call.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Compliance Review request from Nathan Ulrich, including documents, received November 10, 2010.
2. Review Committee report received November 15, 2010.
3. Emails from Bob Dowie received November 14, 2010.
4. Emails from Dave Gomberg received November 14 and 15, 2010.

FINDINGS

Following comprehensive review of the drawings (which did not identify dimensions), photographs, documents provided by Mr. Ulrich, and extensive discussion with the Club Racing Board, the Court of Appeals:

1. Confirmed that the first item in the review request complies with the 2010 GCR FC specifications. The COA cautions that any deviation from the design plan as stated by Mr. Ulrich may render this ruling moot.
2. Found that the panels are unacceptable for cockpit intrusion protection and are not compliant. Mr. Ulrich states the "interior" carbon fiber panels are designed to provide additional side intrusion protection. The 2010 GCR 9.1.1.D.7.b. lists only two methods for cockpit intrusion protection. Neither method permits the use of carbon fiber. The CRB has been discussing the use of carbon fiber panels for cockpit intrusion protection, but no changes have been made to date.
3. Confirmed that the third item in the review request does not conform to the 2010 GCR FC specifications and is not compliant.

DECISON

With reference to the decisions reached by the Review Committee on items submitted for consideration by Mr. Ulrich, and based on the 2010 GCR, the decisions of the Court of Appeals are as follows:

- Item One. Affirms the ruling delivered by the Review Committee.
- Item Two. Overturns the ruling that carbon fiber interior panels designed to prevent cockpit intrusion are compliant. Carbon fiber panels are not compliant and may not be used as a means to prevent cockpit intrusion.
- Item Three. Affirms the non-compliant front bulkhead ruling delivered by the Review Committee.

CLUB RACING COURT OF APPEALS

Subject: 2011 Court of Appeals Procedures
From: SCCA National Court of Appeals

The General Competition Rules describe how a named party may appeal an action taken by the Stewards of the Meet (SOM) at a Competition event sanctioned by the SCCA Club Racing Department. This is an explanatory guide for the appeal process.

First, and most important, your letter of appeal must be sent within ten (10) days of the date you are notified of the decision of the SOM. You may send your appeal by mail, Express Mail, fax or email. The date of your appeal is determined by the U.S. Post Office postmark date, or the date that appears on the Express Mail cancellation, the fax cover sheet, or the email. All appeals should be addressed to the Court of Appeals, c/o SCCA Club Racing and include a check or credit card information for the amount of the appeal fee. If you fax or email your appeal, include a Visa or MasterCard Account number for your appeal to be billed. Your ten-day period normally starts from the weekend day you were informed by the SOM of their decision. However, if that decision is not made because, for example, components needed to be checked at an off-site location sometime after the event, the ten-day period starts from the date the Chairman, SOM, informs you orally or in writing of the final decision. The Chairman will advise the National Office of the decision via the Observers Report or an addendum to that report.

Second, you need to state your "case" in writing at the same time that you advise the Court of Appeals of your intention to appeal. A letter indicating you intend to appeal with "details to follow" is NOT an appeal under the rules in GCR 8.4.3. You must submit all materials you wish the Court to consider within the ten-day period allowed by the GCR. You will normally not be contacted by the Court of Appeals as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information that could be beneficial to your case, contact those individuals to be sure that the Court receives their statements within the ten-day appeal period..

NOTE: Appeals affecting national point standings for events held within 28 days of the Runoffs© have a 48 hour appeal period.

Third, your rights to file an appeal do not include being heard in person either by phone or at a Court of Appeals hearing. The Appeals Court is not established to simply hear the same things again that the SOM have already heard, but to:
A. Review the process followed by the SOM to determine if all parties involved
. followed the GCR rules.
B. Review any new information that was not available, or not known, which
became available to you after the SOM hearing.
C. Decide whether or not there is sufficient evidence presented to warrant
changing the SOM decision.
The Court may also seek additional information pertinent to your case from other sources.

Fourth, if you file an appeal in a case involving another person, such as a driver-to-driver protest involving an alleged violation of the GCR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Chief Steward and Chairman, SOM, are also notified. This procedure assists the Court in understanding all sides of the case.

Fifth, in appeals involving alleged violations of car preparation specifications, the Court will maintain confidentiality of all specifications to guarantee that a competitor does not learn preparation "secrets" of another competitor by filing a teardown protest or appeal. Thus, any information such as measurements and specifications is deleted from materials distributed as part of appeals.

Sixth, videos are frequently part of the appeals process. The Court can only accept unedited videos. Video media or data files furnished by the SOM and/or you to the Court may be retained by SCCA as a permanent part of the record if the case goes to appeal.

Seventh, several Divisions have assigned Stewards to assist in the appeals process. They are listed in various Regional or Divisional publications. If you do not know who these individuals are in your Division, your Divisional Executive Steward can supply you with their names and contact information.

SOLO EVENTS BOARD

SEB MINUTES | November 15, 2010

The Solo Events Board met by conference call November 15th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; BOD members Dick Patullo and John Sheridan; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

GENERAL

- Recipients were selected by the SEB for the 2010 Driver of the Year, Rookie of the Year, and Divisional Event of the Year awards. (ref. #2473, 3068, 3163).
- The SEB thanks National Appeals Committee members Art Trier (Chairman), Paul Brown, Neal Bellamy, and G.H. Sharp for their service on the NAC.
- The SEB is accepting resumes for members interested in a Course Designer position for the Solo Nationals at Lincoln.

DIVISIONAL POSITIONS

- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The SEB thanks Velma Boreen and Marlene Obenour for their service to the Club as Divisional Solo Events Stewards.
- The SEB also expresses thanks to Al Mitchell for his years of service as a Divisional Solo Safety Steward.

STOCK

- A vacancy is anticipated on the SAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- Per the SAC, the following rule change proposal is published here for member comment:
  - Add to section 13.4 as a new third paragraph:

    "Vehicle option packages equipped only with 20" wheels as standard, may use 19-inch diameter wheels of the same width as standard and offset within +/- 0.25 inch of standard." (ref. #2678)
- In addition to those items reflected elsewhere herein, the following member items regarding Stock category matters have been reviewed by the SAC and SEB: #2852, 2965, 3002, 3024. The SEB and SAC thank these members for their input.

STREET TOURING

- Per request by the BOD, the SEB and STAC have reviewed and amended a previously-published proposal regarding bodywork allowances in ST. The updated version of the proposal is being recommended to the BOD for 1/1/2011 implementation. It now consists of following (ref. #3321):
  - Change the third paragraph of 14.0 to read as follows:

    Under the provisions of Section 1.1 of these rules, Regions are free to allow any other version of the ST concept which meets their local needs. *In particular, some tolerance in the area of bodywork allowances (e.g. wings/ spoilers beyond those allowed in 14.2.F) is encouraged at this level*.
  - Modify 14.2.C to read as follows (ref. 10-127):

    "C. Factory rub strips, emblems, mud flaps, *bolt on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal)* may be removed. *Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.*"
  - Replace 14.2.F with the following:

    14.2.F Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and nonfunctional scoops/vents is allowed provided that either:

    1) it is a production part which is standard or optional equipment of a US model of the vehicle

    2) it is listed in the vehicle manufacturer's US accessory catalog for that vehicle, for normal highway use

Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.

STREET PREPARED

- Vacancies are anticipated on the SPAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- The SEB thanks departing SPAC members Mike Shields and Jinx Jordan for their service to the Club as members of this committee.

STREET MODIFIED

- A vacancy is anticipated on the SMAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- Per the SMAC, the following rule change proposal is being submitted for member comment:
  - Replace 16.1.D.1 with the following:

    "1. Engine blocks must be from production automobiles. Engines must meet minimum production quantities of 1,000 units built for street use, spanning all models of cars so equipped. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted. This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany."

  The intent of this proposal is to allow cross-make engine swaps into Street Modified vehicles, using engines produced in sufficient quantities that replacement parts are readily available. Subframe restrictions are not expanded from the existing rules. (ref. #3313)
- In addition to those items reflected elsewhere herein, the following member items regarding Street Modified category matters have been reviewed by the SMAC and SEB: #1702, 3048. The SEB and SMAC thank these members for their input.

PREPARED

- A vacancy is anticipated on the PAC. The committee is particularly interested in adding someone who is active in the CP class. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.

MODIFIED

- The previously-published proposal to require bolt-on valve covers on FM Vees has been withdrawn. Instead, the requirements for Tech Inspection, and for re-inspection after a failure, will be amended in the National event Supplemental Regulations. (ref. #2668, 2674, 2682, 2716, 3179, 3200)
- The following rule change proposals have been recommended by the MAC and are published for member comment:
  - In Appendix A, under Modified Class F, section C.2.j, change the sentence "Dry sump systems are prohibited." to read "Dry sump systems are permitted." (ref. #2669)
  - Add in Appendix A, under Modified Class F, a new sentence to section A.7 as follows: "Electric water pumps may be used." (ref. #2812)

FORMULA JUNIOR / F125

- A vacancy is anticipated on the KAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- The SEB thanks Pete Mottaz for his service to the Club as a member of the KAC.

NOT RECOMMENDED

- Stock tire sizes (ref. #3039) The SAC believes that this would drastically change the balance of competitive cars in the Stock classes, and that having the option to choose tire sizes is part of competition.
- IT cars in DSP (ref. #3141, 3142)
- SM street tire class (ref. #3197) Regions are encouraged to create classes that will create local interest in the club and promote new memberships. Not all of these classes are necessarily suited for National status.

TECH BULLETINS

1. Stock: The following new listings have been recommended by the SAC and are effective immediately upon publication (ref. #2475, 3199):

Pontiac G5 GT (2.4L) (’07-’08)	GS
Ford Fiesta (’11)	HS
Mazda 2 (’11)	HS
Pontiac G5 (2.2L) (’07-’09)	HS

2. Street Touring: Per the STAC, the second sentence of 14.8.I is clarified as follows: “These kits consist of either adjustable length arms or arm mounts *(including ball joints)* that provide a lateral adjustment to the effective length of a control arm.” (ref. #2024)

3. Street Prepared: The following new listings have been recommended by the SPAC and are effective immediately upon publication:

Audi TTS (’09-’11)	BSP (ref. #2705)
Audi A3 (’05-’11)	DSP (ref. #3227)

4. Street Prepared: Per the SPAC, 15.2.F, requires that the seating surface of the seat would need to be fully covered by fabric that is attached to the seat in some fashion. An aftermarket seat cover would suffice to fulfill this requirement. (ref. #3226)

5. Prepared: Per the PAC, the following new listings are added to class XP (ref. #3183):

Shelby
    Cobra (’63-’67)
TVR
    Griffith Series 200 & Series 400

Note: these are cars which are currently listed only in the supplemental BP class (the automatic XP eligibility of which is being eliminated on 01/01/11), and which don’t meet the requirements of 17.A.2.

6. Modified: Section 18.1.B.1 permits removal of a headlight unit but not of the bodywork component (e.g. section of fender or hood) which houses it. (ref. #3249, 3298)

ROADRALLY MEMO

Memo for RoadRally

The SCCA is seeking candidates for RoadRally Board. Please forward a Rally resume and letter of intent to the rrb@scca.com if interested.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED February 2011

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CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 4, 2011

The Club Racing Board met by teleconference on January 4, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; Jerry Wannarka, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-02, 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/

SPEC MIATA

1. #2459 (Sean Hedrick) Ballast Clarification
   In 9.1.8.C.8.i.2, add the following: "*Alternatively, ballast may be secured using all 4 Mazda factory passenger seat mounting bolt holes.*"

TOURING

T2

1. #2870 (Cheyne Daggett) Allow the Ford Mustang FR500C 18x10 wheels.
   In 9.1.10, T2, Ford Mustang Coupe GT & Shelby GT (05-10), change wheel sizes from ~~18 x 9.5 (F&R)~~ to *18x10 (F & R)*.

2. #3507 (Scott Sanda) Interior mirror wording (remove multi-panel wording)
   In 9.1.10.D.9.C.2, delete "*with a multi-panel type mirror*".

3. #3514 (Robb Bonanno) Allow wider wheels on 2004-2010 Lotus Elise/exige
   In 9.1.10, T2, Lotus Elise (2005-2010), change wheel sizes from ~~16x6.5 (F) 17x7.5 (R)~~ to *16x8 (F) 17x8 (R)*.

4. #3771 (CRB) Increase 2010-11 Camaro SS wheel sizes
   In 9.1.10, T2, Chevrolet Camaro SS (2010-2011), change wheel sizes from ~~20 x 8 (F) 20 x 9 (R)~~ to *20x10 (F & R)*.

5. #3772 (CRB) Increase Cadillac CTS-V wheel sizes
   In 9.1.10, Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), change wheel sizes from ~~18x9.5 (F&R)~~ to *20x10 (F&R)*

T3

1. #1261 (Joe Aquilante) Allow Suspension Package for Subaru Legacy
   In 9.1.10, T3, Subaru Legacy GT Sedan/ Wagon (04-08) Spec B (08-09), add to the Notes: "*25mm front sway bar, 24mm rear sway bar permitted. Eibach springs permitted: 0800.225.0250 front, 0800.225.0300 rear. Hypercoil springs permitted: 8A0250 front, 8A0300 rear.*"

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

IMPROVED TOURING

Should the current Improved Touring wheel diameter restrictions be removed or otherwise adjusted? Please let us know your preferences. (Current restrictions on wheel widths would not change.)

MEMBER ADVISORIES

GENERAL INFORMATION

The following individuals have been appointed to be advisors in operational aspects of Club Racing:

Guy Ruse	Driver Licensing Advisor (Advisor to Divisional Licensing Administrators)
Ed Zebrowski	Chief Driving Instructor Advisor (Coordinates information between Divisional Chief Driving Instructors to build consistency in our Driver School program)
Dr. James Butler	Medical Advisor (Selects the Medical Review Board members who make decisions on medical issues)
Ann Hefty	Flagging and Communications Advisor (for workers seeking international participation)
Carla Heath	Timing and Scoring Advisor (All things AMB-related)
Wanda Cecil	Registration Advisor (Addresses waiver and registration system issues)

FORMULA V

The CRB has been informed by Volkswagen that the magnesium alloy engine case (#043 101 025 OE) is no longer available from Volkswagen. Volkswagen is now using an aluminum alloy case (#043 101 025 AK) which is mechanically identical.

SHOWROOM STOCK C

In the world automobile industry, the auto manufactures have a system to designate the size of the cars they offer – these are known as “classes”. The CRB is currently working with a number of manufactures to allow the B-class cars a place to race against one another. The current trend in the industry is that the manufactures want their cars to race against the cars they compete with in the market place.

B-Class cars are 2 to 5 door, front wheel drive cars with engine sizes from 1300 to 1600cc and seating for 4 adults.

The CRB, in an effort to strengthen the numbers in Showroom Stock C, will be adding the B-Spec cars to SSC. In cooperation with the manufacturers, we will allow the cars a “limited-prep” configuration, the basis of which is:

- Complete removal of the interior, except the dash
- Full SCCA spec roll cage
- Shocks, springs and a sway-bar package available only from the manufacturers
- 15 inch x 7 inch aftermarket wheels with a minimum weight of 13 pounds

The following are the targeted cars for B-Spec SSC cars:

- Ford Fiesta
- Honda Fit
- Hyundai Accent
- KIA Rio
- Nissan Versa
- Mazda2
- Toyota Yaris

The CRB’s target date for classification of these new cars is the spring of 2011.

NOT APPROVED BY THE CRB

GCR

1. #3362 (Darwin Felix) Input Regarding the Combination of Classes into Race Groups
   Race groupings vary throughout the country because of differing levels of interest in classes, particularly for regional races. While certain class combinations are discouraged, race organizers require a good bit of flexibility in creating race groupings.

GRAND TOURING

1. #3441 (James Burke) Remove weight penalty for independent rear suspension
   The IRS weight penalty is appropriate as it stands.

GT3

1. #3440 (James Burke) Return weight of 2.4 four valve engines to 2130 lbs.
   Weight is appropriate as specified.

2. #3567 (John Litzinger) Sequential Transmission
   6 speed sequential transmissions are not approved due to cost, since competitors would be forced to upgrade.

IMPROVED TOURING

1. #3404 (Andy Bettencourt) Revise Classification 'Process'
   We will continue to monitor cars with double-wishbone suspensions and keep this under consideration, but no change is recommended at this time.

2. #3455 (Scott Holman) Add Weber 38DGAS carb to approved list
   Thank you for your input. No change is recommended at this time.

3. #3559 (Philip Royle) Hood/trunk hinges clarification
   Hood and trunk hinges must remain stock.

4. #3598 (Simon Tibbett) Allow Battery Relocation For Improved Touring
   Batteries must remain in the stock location.

5. #3673 (Scott Lunder) Allow coated engine bearings.
   Thank you for your input. No changes are warranted at this time.

6. #3546 (Josh Sirota) Class the '06 Toyota Yaris
   There was no 2006 Yaris available in the US market, so the Yaris is not eligible for IT until 2012. We will revisit this at the end of 2011.

ITR

1. #3498 (Mitch Schwartz) Allow the 2000 Porsche Boxster "S" to be classed in ITR
   This car exceeds the performance envelope for ITR and would have to carry excessive ballast.

2. #3664 (Al Wicht) reduce weight of 87-93 Mustang
   Thank you for your input. No changes are warranted at this time.

ITS

1. #3304/#3541 (Jim Daniels/Chris Dryden) Classify the MX5 in ITS
   This car is classified in ITR and will be monitored there.

2. #3398 (Ben Phillips) Reclass 97-99 Boxster to ITS
   This car is classified appropriately in ITR.

ITB

1. #3425 (Thomas Thompson) Move 95-98 Neon to ITB
   This car is classified appropriately in ITA.

SUPER TOURING

1. #3263 (Greg Amy) STL Rules Request - Disallow seam welding in STL
   Thank you for your input. This modification is within the philosophy of the class.

STL

1. #3683 (Sean Sweeney) Get rid of 2.5 percent weight addition for RWD cars in STL
   Thank you for your input. Our concern is that other cars in the class would not be able to meet the required weight.

PRODUCTION

EP

1. #3447 (Guy Marvin) Eliminate Alt Transmission Weight Penalty for Datsun 240z
   We have adjusted this car and will continue to monitor this car and class. The alternate transmission weight adjustment will remain part of the class philosophy for Production cars.

2. #3522 (Kevin Leigh) Reclassification of Caterham from EP to FP
   This car is competitive as classified in E Producion and has too much potential for F Production.

AMERICAN SEDAN

1. #3585 (Jeff Werth) Allow 8 sleeves for AS class
   Past member input has consistently been for maintaining the current engine rules and against allowing any additional engine building processes that include a higher performance potential. One such process is the sleeving of all cylinders.

Among possible effects are: allowing for higher RPM because of a much stiffer assembly; improved flow if the sleeves are offset a bit to un-shroud the valves.

SHOWROOM STOCK

1. #2146 (Rob Piekarczyk) Allow Mazdaspeed Coil-over kit
   See letter #3339 in the December Fastrack for approved sway bar kit.

SPEC MIATA

1. #3383 (Rob Burgoon) Delete aftermarket lip spoiler for NA and NB
   Thank you for your input. The rule is appropriate as written.

2. #3558 (Tyler Vance) Larger RP for VVT Cars
   We will continue to monitor the performance of this model of car. There is no demonstrated need for a change at this time.

TOURING

1. #3403 (Steven Glaab) Touring car eligibility
   See January Fastrack. SS eligibility will be reduced to 10 years.

T1

1. #3595 (Chris Ingle) Reduce the weight of the standard LS3 Corvette to 3350
   Thanks for your input. Car is competitive as classed; the car was second on the grid at 2010 Runoffs®.

T2

1. #3391 (Jason Ott) Weight reduction for MZ4 Coupe
   The car is competitive as classified. We will continue to monitor the performance of the car.

2. #3436 (Don Knowles) 2011 T2 Solstice competition adjustment--remove intake restrictor
   Thank you for your detailed letter. After reviewing all the points of your letter against data from the Runoffs (the car was on the pole for the 2010 Runoffs) and with a recently updated brake package, no changes will be made at this time, but we will continue to monitor the car.

3. #3513 (Robb Bonanno) Request competition adjustment for Lotus Elise / Exige
   The car is competitive as classed.

PREVIOUSLY ADDRESSED

SUPER TOURING

STO

1. #3346 (Joe Aquilante) Allow use of crate motors at Lower weights
   Addressed in 2011 GCR. See 9.1.4.1.H.

STU

1. #3497 (Mitch Schwartz) Add the 2000 Boxster S to the STU class
   See letter #3406 in the January 2011 Fastrack.

TOURING

1. #3360 (Timothy Buck) Positive competition adjustment request for Mazda cars in Touring
   See December Fastrack letters #3076 and #3338.

NO ACTION REQUIRED

GCR

1. #3555 (Chris Eckles) Flat Plate Intake Restrictor issue
   We recognize a round hole flat plate restrictor does not fit every application. That is why the new Technical Glossary item includes the following: “Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements...”

2. #3571 (Steve Davis) Runoffs scheduling
   Thank you for your thoughtful letter. It will be taken into consideration in future planning.

3. #3572 (Peter LeSueur) Runoffs ‘11 format
   Thank you for your input. It will be taken into consideration in future planning.

4. #3575/#3744 (James Wiley/Joe Camilleri) HANS Devices
   Thank you for your input.

GRAND TOURING

GT1

1. #3520 (Robert Logsdon) Add the LS6, LS2 & LS3 engines for GM GT-1
   Items 1 and 2: already allowed - see GT1 specifications.

   Item 3: To run the Holley 4150 carburetor, the specified weight for the engine displacement must be used.

GT3

1. #3408 (James Burke) Regarding GT3 Mazda 13B weight (Response to Dec Fastrack)
   Thank you for your input. Performance will be monitored.

2. #3529 (Shane Miller) Need guidance for building our customers SCCA GT race cars
   This car cannot be classified because it does not meet minimum yearly production requirement (9.1.2.B.4)

IMPROVED TOURING

ITA

1. #3244 (Jim Bishop) Re-classification to ITB: Toyota Celica GT Liftback/Coupe (94-99)
   Thank you for your input. Car is correctly classified using process; no adjustments are appropriate at this time.

SPEC MIATA

1. #3448 (Tom Sager) Competition Adjustments - Request Weight Reduction for 94-97 Miat
   The weight was reduced to 2365 recently. We will continue to monitor the performance of the car with the new weight.

TOURING

T2

1. #3492 (Cheyne Daggett) Clarify the 2005-11 Mustang GT Spec Line
   See letter #3707 in TB 11-02.

RESUMES

1. #655 (Travis Nordwald) ITAC Resume
   Travis Norwald submitted his resume and has been appointed to the ITAC for 2011.

2. #3573 (Charles Broring) Resume for ITAC
   Charles Broring submitted his resume and has been appointed to the ITAC for 2011.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2011
NUMBER: TB 11-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 2/1/11 unless otherwise noted.

GCR

1. #3570 (Ryan Miles) Address the Snell SAH2010 addendum to SA2010
   In 9.3.20.C.2, insert "*or SAH2010*" after "Special Application (SA2000)".
   [This recognizes the addendum to SA2010 for pre-installed HANS anchor points.]

2. #3779 (John Snow) Tech Bulletin #TB 11-01
   Correct 3.1.7.D as follows: move the first sentence to a new 3.1.7.F so that 3.1.7.D reads "*To be included in the National race results and to receive credit for National race participation, the driver shall hold a current SCCA National competition license.*" and 3.1.7.F reads: "*Novice license holders may participate unless specifically excluded in the event Supplementary Regulations.*" [Thanks for catching this.]

3. #3505 (Scott Sanda) Allow removal of front door wiring with NASCAR bar installation
   In 9.4.D, fourth sentence, add after "map pockets", "*wiring harnesses for door locks, windows, power mirrors, seat wiring, etc.,*"

Formula
FA

1. (Multiple) Adjustments for large displacement engines
   On 12/22/10, the CRB published the engine table competition adjustments below on the SCCA web site forum to provide competitors as much advance notice as possible. The CRB received letters supporting and opposing the adjustments, as did the Board of Directors. In response to these letters and a BoD request to revisit these specifications, the CRB discussed the points raised by all parties in considerable detail. The result of this deliberation is that the CRB affirms the competition adjustments. The CRB considers these to be necessary adjustments based on known power levels for fully race prepared engines of various displacements (in GT3 and GTL) and known power levels for a limited sample of "low" compression engines in various displacements from 1600 to 2500cc. The CRB intends to monitor these changes and to make additional adjustments as necessary to maintain fair competition and so that large displacement engines remain a viable choice for FA. Competitors should understand that not every engine, restrictor and weight combination will be appropriate in all chassis.

   Effective 4/1/11, in 9.1.1.A.2, replace the Notes, Required Restrictor and Minimum Weight entries in Line E of the engine table with "*See Table E below*", and add the following table E following the current engine table.

Table E

Spec Line	*Maximum Displacement (cc)*	*Maximum Compression Ratio*	*Maximum SIR (mm) / Minimum Weight*	*Maximum SIR (mm) / Minimum Weight*	*Maximum SIR (mm) / Minimum Weight*
E1	*1800*	*11:1*	*32/1155*	*33/1230*	*34/1305*
E2	*1800*	*Unrestricted*	*30/1155*	*31/1230*	*32/1305*
E3	*2000*	*10:1*	*32/1180*	*33/1255*	*34/1330*
E4	*2000*	*Unrestricted*	*30/1180*	*31/1255*	*32/1330*
E5	*2300*	*9:1*	*31/1205*	*32/1280*	*33/1355*
E6	*2300*	*Unrestricted*	*29/1205*	*30/1280*	*31/1355*
E7	*2500*	*9:1*	*31/1230*	*32/1305*	*33/1380*
E8	*2500*	*Unrestricted*	*29/1230*	*30/1305*	*31/1380*

Grand Touring
GT2

1. #3370 (Charlie Cook) Adjust Panoz GTS power to weight ratio to equal the rest of the class
   a) The engine is the largest in class and increasing the horsepower is not appropriate.
   b) In 9.1.2, GT2, Panoz Esperante GTS, Notes, delete "~~Alternate rotor Brembo #09-A026.13 and #09-A026.23 allowed. Revised brackets or spacers are permitted to relocate the calipers.~~" [This permits brakes as specified in 9.1.2.F.4.j.]

Improved Touring

ITB

1. #2667/#3236 (Art Jaso/Steven Ulbrik) Recalculate weight in ITB for 89 Toyota MR2
   In 9.1.3, ITB, Toyota MR-2 1.6L (85-89), change weight from ~~2525~~ to *2430*.

ITR

1. #3680 (Josh Sirota) Adjust the weight of the Toyota/Lexus I6 cars
   In 9.1.3, ITR, change the weights for the following cars:
   Lexus IS300 (01-02), from ~~3145~~ to *3025*
   Lexus SC300 (92-00), from ~~3290~~ to *3165*
   Toyota Supra (93-97), from ~~3220~~ to *3195*

ITS

1. #3071 (Christopher Childs) Put the 86.5-87 Supra through the process
   In 9.1.3, ITS, Toyota Supra (86 1/2-87), change model years to 86 1/2-*92*, and change weight from ~~3380~~ to *3275*.

Super Touring

1. #3557 (Philip Royle) hood/trunk hinges for replacement panels
   Clarify 9.1.4.C.6 as follows: "Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches *and hinges* may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed."

2. #3640 (Anthony Kalkandis) Engine Intake Requirements.
   Clarify engine intake requirements as follows:
   In 9.1.4.1.D.1, change "metering" to *"throttling"*
   In 9.1.4.2.B.2, change "metering" to *"throttling"* and add "carburetor" as shown "(e.g., throttle body, *carburetor*)"
   In 9.1.4.3.B.2, change "metering" to *"throttling"* and add "carburetor" as shown "(e.g., throttle body, *carburetor*)"

STO

1. #3449 (Rob May) Clarification for 3 rotor
   In 9.1.4.1.H, correct second Mazda RX-7, by replacing Note to read: "*20B 3 rotor street ported engine permitted*"

STU

1. #3437 (Rob May) Allowance of specific turbo for Audi A4
   In 9.1.4.2.H, Audi A4 Turbo, correct omission: in Notes, add "*IHI VF30 turbo permitted*"

2. #3603 (John Bauer) Clean Up STU Rules
   Delete 9.1.4.2.G.4 since it is redundant in the spec line below.

3. #3604 (John Bauer) Clean up STU Rules
   Delete 9.1.4.2.G.3 and create a new spec line below as follows:
   Volkswagen Jetta TDI with Notes: "*Must comply with SCCA Pro Racing TDI Cup rules and weight. Diesel fuel must be used in accordance with 9.3.26.A."*

4. #3122 (John Whitaker) Keep ex-World Challenge cars in STU
   In 9.1.4.B, insert the following as the second bullet item:
   - *World Challenge Touring cars, with a VTS sheet dated 2009 or earlier, are eligible for classification in STU under the following criteria:*
     - *Cars will be approved on a case-by-case basis with supporting World Challenge VTS documentation*
     - *Competitors must have the VTS sheet, as approved, available for scrutineers when requested.*
     - *Weight will be set at the greater of the World Challenge weight plus 5% or the STU rules weight plus 5%.*
     - *Cars approved to run in accordance with their World Challenge VTS must adhere to those specifications and are not permitted to adopt general STU specifications.*

   Note: World Challenge VTS cars are subject to adjustments (i.e., weight, restrictor) as necessary.

5. #3796 (Robert Maples) Weights for turbocharged STU cars
   In the October 2010 Fastrack, additional turbo restrictor sizes were added, but did not get carried forward in the 2011 GCR. With some small adjustments from those published earlier, add the following turbo inlet restrictors to 9.1.4.2.G.2:

   34mm at 2340 lbs, 36mm at 2625 lbs, 38mm at 2935 lbs, 40mm at 3265 lbs.

STL

1. #3627 (Greg Amy) STL Rules Clean Up
   Delete 9.1.4.3.E.2 in its entirety. [It is redundant with 9.1.4.O.12.]

2. #3628 (Greg Amy) STL Rules Clean Up
Move 9.1.4.N.9, last sentence to new subsection 9.1.4.3.G.3. [This rule is STL-specific.]

Production
EP
1. #3397 (Michael Heintzman) E-Production change request for parity (1.8 & 1.6 miatas pre 99)
In 9.1.5, EP, change weights of the following cars:
Mazda MX-5 / Miata 1.6L (-1993) from ~~2175~~ to *2125*
Mazda MX-5 / Miata 1.8L (90-97) from ~~Carb: 2175 F.I.: 2225~~ to *Carb: 2125 and F.I.: 2175*
Mazda MX-5 / Miata (94-97) from ~~2050/* 2101/** 2153~~ to *2000/* 2050/** 2100*

2. #3445 (Greg Ira) Increase weight of 1999 Miata by 113 pounds
No change will be made to the Mazda MX-5 / Miata (99-02) at this time. However, the following changes will be made instead.
In 9.1.3, EP, change weights as follows:
BMW 318i/is (1991) from ~~2050/* 2101/** 2153~~ to *2000/* 2050/ **2100*
Mazda RX-8 (04-09) from ~~2450/* 2511/** 2573~~ to *2400/* 2460/** 2520*
Nissan/Datsun 240-Z from ~~2200/* 2255/** 2310~~ to *2150/* 2204/** 2258*
Nissan/Datsun 260-Z from ~~2300/* 2358/** 2415~~ to *2250/* 2306/** 2363*
Triumph TR250, TR6 from ~~2190~~ to *2140*

FP
1. #3668 (Harold Flescher) Performance adjustments
In 9.1.3, FP, make the following weight adjustments:
Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500, 1500cc engine from ~~1660~~ to *1700*
Triumph Spitfire Mk. IV & 1500, 1296cc engine from ~~1680~~ to *1660*; 1493cc engine from ~~1660~~ to *1700*
Triumph Spitfire Mk.III from ~~1680~~ to *1660*

American Sedan
1. #3750 (CRB) Add transmission gear ratios to Camaro/Firebird/Mustang full prep spec lines.
In 9.1.6, add the following alternate gear ratio sets to the Gear Ratio entries for all Mustang, Camaro/Firebird full preparation cars. [This information did not get transferred to the spec lines when the transmission rules were rewritten.]

Applies to Camaro & Firebird (82-92), Camaro & Firebird (93-02), Mustang Incl. Cobra & Cobra R (79-93), Mustang Incl. Cobra thru 95 (94-98), Mustang Incl. Cobra (99-04), Mustang GT (05-09).

"*Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.*"

2. #3766 (CRB) Transmission clarification
Clarify 9.1.6.D.3.k by modifying the first sentence as follows:
"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). Forward gears must be* helical cut ~~forward gears~~ with a minimum angle of 15 degrees."

Showroom Stock
None.

Spec Miata
1. #3574 (CRB) Add Mazda part numbers for timing wheels
Clarify 9.1.8.C.1.p.6, by adding a specific Mazda part as follows:
"For 1999-2005 model years only, it is permitted to alter the ignition timing *either* by elongating the mounting holes of the *stock* crankshaft position sensor trigger wheel *or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ.*"

2. #3741 (Jarrod Igou) Clarify tire rule in GCR
In 9.1.8.C.6.c.1, delete "~~In addition, the Toyo R888 will be allowed through the second national race weekend in each division. Starting with the third national race weekend in each division, all cars shall use the Toyo Proxes RA1 only.~~" [Thank you for pointing this out.]

Sports Racing
CSR
1. (Multiple) Adjustments for large displacement engines
On 12/22/10, the CRB published the engine table competition adjustments below on the SCCA web site forum to provide

competitors as much advance notice as possible. The CRB received letters supporting and opposing the adjustments, as did the Board of Directors. In response to these letters and a BoD request to revisit these specifications, the CRB discussed the points raised by all parties in considerable detail. The result of this deliberation is that the CRB affirms the competition adjustments. The CRB considers these to be necessary adjustments based on known power levels for fully race prepared engines of various displacements (in GT3 and GTL) and known power levels for a limited sample of "low" compression engines in various displacements from 1600 to 2500cc. The CRB intends to monitor these changes and to make additional adjustments as necessary to maintain fair competition and so that large displacement engines remain a viable choice for CSR. Competitors should understand that not every engine, restrictor and weight combination will be appropriate in all chassis.

Effective 4/1/11, in 9.1.1.A.2, replace the Notes, Required Restrictor and Minimum Weight entries in Line L of the engine table with "*See Table E below*", and add the following table L following the current engine table.

Table L

Spec Line	*Maximum Displacement (cc)*	*Maximum Compression Ratio*	*Maximum SIR (mm) / Minimum Weight (lbs)*	*Maximum SIR (mm) / Minimum Weight (lbs)*	*Maximum SIR (mm) / Minimum Weight (lbs)*
L1	*1800*	*11:1*	*32/1225*	*33/1300*	*34/1375*
L2	*1800*	*Unrestricted*	*30/1225*	*31/1300*	*32/1375*
L3	*2000*	*10:1*	*32/1250*	*33/1325*	*34/1400*
L4	*2000*	*Unrestricted*	*30/1250*	*31/1325*	*32/1400*
L5	*2300*	*9:1*	*31/1275*	*32/1350*	*33/1425*
L6	*2300*	*Unrestricted*	*29/1275*	*30/1350*	*31/1425*
L7	*2500*	*9:1*	*31/1300*	*32/1375*	*33/1450*
L8	*2500*	*Unrestricted*	*29/1300*	*30/1375*	*31/1450*

Touring

1. #3501 (Jason Berkeley) Allow fog-light removal for use as brake duct opening
   Clarify 9.1.10.D.6.a.5 by replacing the existing text as follows: "*Any brake ducts are permitted, but they must serve no other purpose and must mount without modification to any components, except for the creation of duct intake openings. Duct intake openings may only be created by the removal of an auxiliary or fog light assemblies. A total of 2 light assemblies may be removed. The stock headlamp location is not permitted for brake ducting. If car is not equipped with an auxiliary or fog light assemblies, 2 alternative duct openings may be created by the removal of 2 sections up to 14.5 square inches of stock false grills originally located in the front fascia. No part of the fascia may be modified. The ducting must not be visible from outside the car.*"

T1

1. #3599 (Jason Berkeley) Allow Various Dry Sump Manufacturers to Same Spec as Approved ARE
   In 9.1.10, T1, Chevrolet Corvette C6 Coupe/ Grand Sport (2010) (05-10) and Chevrolet Corvette Grand Sport (2010), in the Notes, add the following alternate dry sump kit after the ARE dry sump kit parts listing:

   "*Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001.*"

T2

1. #3706 (CRB) Chevrolet Camaro (2010)
   In 9.1.10, T2, Chevrolet Camaro (2010), change model description and years to Chevrolet Camaro *SS* (2010-*2011*), change tire size from ~~245/40 (F) 275/40 (R)~~ to *295/35 max. (F&R)*, and change weight from ~~3990~~ to *3750*.

2. #3708 (CRB) Ford Mustang GT (2011-2012)
   Correct 9.1.10, T2, Ford Mustang GT (2011-2012) as follows: change car description to "Ford Mustang GT *5.0L* (2011-2012)", change tire size from ~~285 (F) 305 (R)~~ to *295/35 max.* and final drive ratio from ~~3.73~~ to *3.31*.

3. #2601 (George Curtis) use of aftermarket hardtop
   In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09) and Saturn Sky Red Line (07-09), add to Notes: "*Any aftermarket top allowed if material, size, shape and weight are the same as factory top.*" [Added due to demonstrated availability problem of factory top.]

4. #3382 (Robb Bonanno) Allow the use of the G-PAN oil pan in all Elise/Exige Varients
   In 9.1.10, T2, all Lotus models, add to Notes after "Moroso Oil Pan part # 20970 is allowed.", "*G-PAN Baffled Oil Pan is allowed.*"

5. #3506 (Scott Sanda) Allow Removal of Passenger Seat Wiring
   Clarify 9.1.10.D.9.d.1 as follows: "Front passenger seat, rear seat back, rear seat bottom cushion(s), *all seat-related wiring,* sun visors, seat belts and their attaching hardware and bracketry may be removed."

6. #3508 (Scott Sanda) Rear heating ducts. (Allow removal and modification)
   In 9.1.10.D.9.a.2, change "driver's seat" to "~~driver's~~ seat*s*". [This should have been changed when passenger seat removal was permitted.]

7. #3705 (CRB) Cadillac CTS-V Weight and Wheel Size
   In 9.1.10, T2, Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), change tire sizes from ~~245/45 or 275/35 max.~~ to *295/35 max.* and change weight from ~~3750~~ to *3650*.

8. #3707 (CRB) Ford Mustang Coupe GT & Shelby GT (2005-2011)
   Correct 9.1.10, T2, Ford Mustang Coupe GT & Shelby GT (05-11) as follows: change description and model years to "Ford Mustang Coupe GT & Shelby GT *4.6L* (05-*10*)".

   Classify *Ford Mustang Coupe GT & Shelby GT 5.0L (05-10)* on a new spec line with same specs as the 4.6L except that engine bore, stroke and displacement are the same as the 2011-2012 Mustang GT and add the following entry in the Notes: "*2005-2010 Mustang GT 4.6L may be converted to 2011-2012 5.0 liter specifications; if done, all drivetrain components must updated to the later model; VIN number will be disregarded for this conversion.*"

T3

1. #3055 (CJ Moses) T3 Classification request for Mitsubishi Ralliart
   In 9.1.10, T3, classify the Mitsubishi Lancer Ralliart as follows:

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:
Mitsubishi Lancer Ralliart (2009-2011)	*86.0 x 86.0 1998*	*2635*	*18 X 8 (F) 18 x 8 (R)*	*215/45 (F) 215/45 (R)*	*3.655, 2.368, 1.754, 1.322, 0.983, 0.731*	*4.062*	*(F) 294 x 26 Vented (R) 302 x 10 Solid*	*3100*	*35mm Turbo Inlet Restrictor required. Optional springs, 250 lbs, front, 300 lbs, rear, permitted.*

SOLO EVENTS BOARD

SEB MINUTES | December 15, 2010

The Solo Events Board met by conference call December 15th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, Dave Hardy, and Bryan Nemy; BOD members Dick Patullo and Lisa Noble; Doug Gill, Brian Harmer and Ryan Miles of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

GENERAL

- The SEB thanks Tina Reeves for her service to the club as a Solo Events Board member and as its Chair.

DIVISIONAL POSITIONS

- The SEB has appointed David Steger as the SEDIV Divisional Solo Safety Steward.
- The SEB has appointed Scott Hearne as the GLDIV Divisional Solo Events Steward (ref. #3037).
- The SEB expresses thanks to Chuck Jarvie for his service as a Divisional Solo Safety Steward.

STOCK

- The SEB has appointed Mike Wood and Sam Strano to the SAC.
- The SAC has indicated its intention to place the Ford Boss 302 Mustang Laguna Seca Edition on the Stock exclusion list when the car becomes available. It is anticipated that the regular edition of the Boss 302 Mustang will be classed in BS.

STREET TOURING

- The SEB has appointed Jason Rhoades to the STAC (ref. #3202).
- Per the STAC, the following package of rules/classing changes is submitted for member comment, effective 1/1/2012. This package of changes is designed to achieve the following:
  - Make a wider variety of cars competitive. Specifically, the ST class will now be targeted at newer, heavier FWD sedans such as the Mini Cooper, Mazda 3, Acura RSX, Toyota Corolla and Scion tC, as well as the new small FWD "microcars" (e.g. Mazda 2, Honda Fit, Ford Fiesta, Toyota Yaris)
  - Give competitors a wider variety of solutions to the allowed modifications.
  - Maintain as much of the current competitive landscape as possible.
  - Eliminate "class-hopping", where a car is run in multiple ST classes
  - Make it easier to verify rules compliance, both for competitors and for officials
  - Unify allowances across the category to minimize impact of classing changes

  Where multiple options appear, members are requested to indicate their preference in that particular area.

  Classing:

  All eligible vehicles for a class will be specifically listed in Appendix A, as opposed to the current formula-based method. Future versions of this proposal will include the actual vehicle lists, but a summary of the classes is as follows:

  ST – All currently eligible ST cars with the exception of the following:

  Honda Civic (86-2000)
  Acura Integra (90-2001)
  Sentra SE-R (91-94)
  Nissan NX2000 (91-94)
  Toyota Celica (94-2005)
  Dodge/Chrysler Neon
  Subaru Impreza 2.5 RS (98-2001)
  Nissan 240SX

  STS – All currently eligible STS cars plus those excluded from ST above.

  STX – All currently eligible vehicles except those currently eligible for ST

STU – All currently eligible vehicles except those currently eligible for STX

STR – All currently eligible vehicles

Preamble:

Replace first paragraph of 14.0 with:

The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use.

Note: While maintaining the original vision of the category, this softens the "legality" language to better match the proposed allowance changes.

Brakes:

Replace the 14.6 subsections with the following:

"A. Non-Standard brake rotors are permitted, provided they are of equal or larger weight and dimensions (diameter and thickness), and the rotor disc is made of ferrous material (e.g. iron).

B. Brake lines may be substituted with alternate DOT approved flexible brake lines.

C. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/ structure for their use. They may serve no other purpose.

D. Original equipment ABS braking systems may be electrically disabled, but may not be removed or altered in any other way.

E. Drum brakes may be replaced with disc brakes. Disc brake rotors for such a conversion must be equal to or greater in diameter than the inside diameter of the standard brake drum. Drum-to-disc brake conversions must be bolted, not welded to the axle/control arm/upright.

F. A functioning emergency brake of the same type, operation, and actuation as OE must be present

G. Brake calipers may be replaced, provided the number of pistons is equal to or greater than the original number of pistons. Caliper mounting brackets may be replaced to accommodate this change, but may serve no other purpose. Alternate caliper brackets must bolt to the original caliper bracket mounting location(s). The alternate caliper and bracket assembly must be no lighter than the Standard assembly.

H. Changes to backing plates/mounting brackets/brake lines to accommodate the above are permitted but may serve no other purpose."

Note: This standardizes the ST category on a modified version of the STX/STU allowance, the intent of which was to accommodate track-day "big brake" packages, not as a means to reduce weight.

Engine Management (ECU):

Remove Appendix F clarification under Street Touring titled "Emissions System".

Change 14.10.F to read as follows:

"14.10.F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. *Traction control parameters may not be altered. Any standard OBD communications port functionality must remain. Check Engine Lights (CEL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.*

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing

2. Supplementary ("Piggyback") ECU may be used subject to the following restrictions:

a) Connects between the standard ECU and its wiring harness only.

b) Must be plug-compatible with the standard ECU (no splices).

3. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of

engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.

4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.

5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.

6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems."

Note: This expands the methods of allowed ECU tuning with the introduction of popular "plug n' play" piggyback controllers. Restrictions limit the applicability and value of high end standalone ECUs masquerading as piggybacks. It also removes the emissions legality language, allowing the disabling of Check Engine Lights.

Catalytic Converters – Option #1:

Replace 14.10.E with the following:

"14.10.E Non-standard catalytic converter(s) are allowed, but must mount in the same location (relative to the chassis), as the OE converter(s). All but the primary converter(s) may be removed. Catalytic converters must be of the OE type (i.e. oxidation, three-way, etc.). If the replacement catalyst substrate/core is shorter than the original, it must be located entirely within the length of the original".

Note: This standardizes the category on a compromise version of the existing ST/STS/STR & STX/STU rules variants, allowing removal of pre-cats, but requiring a specific location for the remaining main converter. This supports the street-oriented exhaust aftermarket's use of the main cat's inlet/outlet as locators for header termination and cat-back inlets while minimizing any benefit to custom-built long-tube race headers. At the same time, it removes the application-specific EPA labeling requirements making sourcing easier.

Catalytic Converters – Option #2:

Replace 14.10.E with the following:

"14.10.E Non-standard catalytic converter(s) are allowed. All but the primary converter(s) may be removed. Catalytic converters must be of the OE type (i.e. oxidation, three-way, etc.). The inlet of the primary converter(s) may be relocated within 6" rearward along the piping flow path."

Note: This standardizes the category on a reworked version of the existing STX/STU allowance. This gives ST/STS/STR competitors additional leeway in fabricating exhausts, while facilitating use of long-tube headers. It also removes all EPA labeling requirements.

Limited Slip Differentials – Option #1:

Status quo, no change to 14.10.K.

Note: Maintains parity by limiting the advantage of higher horsepower cars in both ST and STS. If cars need to be down-classed in the future, then competitors may have to remove LSD's.

Limited Slip Differentials – Option #2:

Modify 14.10.K to apply the existing STR/STX/STU LSD allowance to all ST classes.

Note: This would minimize the LSD-removal impact of any future down-classing of cars, at the expense of an immediate upgrade for most current ST/STS competitors. Street Touring is premised as a bolt on category and aftermarket diff installation is not generally bolt on. LSDs are not available for many of the newer target ST cars which may hurt diversity. May require moving some cars to different classes than those listed in the above proposal to compensate for the addition of an LSD (e.g. 94-97 Miata -> STR).

STREET PREPARED

- The SEB has appointed Matt Palombi to the SPAC (ref. #3017)

- Per the SPAC, the following class change proposals are published for member comment:
  - Move from DSP to FSP as follows (ref. #2170):

    Honda

    Prelude ('83-'87)

    Prelude ('88-'91)
  - Move from BSP to ESP as follows (ref. #3462):

    Nissan

    350Z ('03-'08)
- Per the SPAC, the following rule change proposal is published for member comment:
- Add to 15.6.A as follows (ref. #2447):

  "*A single master cylinder brace may be added provided it is bolt on and serves no other purpose.*"

STREET MODIFIED

- Vacancies are anticipated on the SMAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.

PREPARED

- The SEB has appointed Chris Raglin to the PAC (ref. #2829).
- The PAC and SEB are interested in adding someone to the PAC who is active in the CP class. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- The following listing change proposal (ref. #3496) is published here for member comment: change the listing for the Lotus Elise/Exige in Appendix A, class F Prepared, to read as follows:

  Lotus

  Elise & Exige – Series 2 (normally-aspirated) (*2005*-2010)
- The PAC is recommending the following rule change proposal is being submitted for member review and comment (ref. #3272, 3167, 3343):
  - Change Section 9.b.of Appendix A for X Prepared to read as follows:

    "b. Minimum Weight Calculations

    All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A, 10.a. Example: weight for a 1837cc RWD car is 1200 + (1.837 x 200) = 1567 lbs.

    Engines with displacement less than 4.0 liters:

    RWD: 1200 lbs + 200 lbs per liter

    FWD: 1200 lbs + 150 lbs per liter

    AWD: 1200 lbs + 250 lbs per liter

    Engines with displacement of 4.0 liters or greater:

    RWD: 1200 lbs + 180 lbs per liter

    FWD: 1200 lbs + 130 lbs per liter

    AWD: 1200 lbs + 250 lbs per liter

    Regardless of the weight formulas above, no car shall be required to weigh more than 2,300 lbs before applicable weight adjustments.

    Weight Adjustments:

    Cars with engine located behind driver: + 20 lbs/liter

    Cars equipped with traction/stability control: + 50 lbs/liter

    Cars equipped with active/reactive suspension: + 100 lbs

    Cars equipped with ABS: + 50 lbs"

  Comment: The intent of this proposed change is to reduce minimum weights for larger displacement engines.

- In addition to those items reflected elsewhere herein, the following member items regarding Prepared category matters have been reviewed by the PAC and SEB: # 3144. The SEB and PAC thank this member for the input.

FORMULA JUNIOR / F125

- The KAC is seeking preliminary member feedback on the allowance of a 250cc four-stroke Shifter motor in stock form at a minimum weight of 420 lbs. as a Regional-only motor. This is for the purpose of evaluation and comparison to the current allowance of motors in F125 (ref. #2001).
- The KAC is seeking preliminary member feedback on increasing the current weight penalty for programmable ignition from 20 lbs. to 25 lbs. Along with this proposal, the KAC is looking for feedback on decreasing the current weight penalty of ICC motors from 35 lbs. to 25 lbs., to help align SCCA Solo with other current karting organizations (ref. #2056).
- The KAC is seeking preliminary member feedback regarding changing the class designation of Formula 125, otherwise known as "F125" to Kart Modified, otherwise known as "KM" (ref. #2835, 2836, 2847, 2888, 2904).
- The KAC is seeking preliminary member feedback regarding changing the class designation of Formula Junior A, B, C, otherwise known as "FJA", "FJB", "FJC", to Junior A, B, C, otherwise known as "JA", "JB", & "JC" (ref. #2904).
- The KAC has discussed the issue of Methanol use in the FJB Briggs Raptor motor. Due to the extra power it provides the FJB motor, the KAC has deemed it necessary to eliminate methanol as a fuel for FJB, **effective 6/1/2011**. The applicable rule will be changed to read as follows (ref. #3241, 3273):

  "19.2.A.2.b.1.Briggs & Stratton Raptor

  A. FUEL: *Gasoline*
  B. WEIGHT: *Gasoline - 245 lbs*
  C. Balanced and blueprinted engines are allowed, but no Controlled Stock, Modified, Limited Modified or Open Motors."
- Per the KAC, all tires which were legal for Formula Junior classes in 2010 will again be legal for 2011. However, due to an apparent significant change in tread compound, the next version of the Bridgestone Y*C series (following YHC, YKC), tentatively designated the YLC, will NOT be approved, pending further review. For 2012 the KAC is anticipating instituting a spec tire for the FJ classes. At this time, the KAC is asking for member comment regarding what brand and designation that tire should be, taking into consideration the concepts of a long-wearing and a moderate-traction-level tire, as the current rules allow. Initial possibilities under consideration are the Hoosier R60, and the MG HZ or "Red" tires. Appropriate sizes, 4.5-5 (front or rear) and 6.0-5 (rear) will remain unchanged. Interested parties are requested to post comments via www.sebscca.com (ref. #3589).
- In addition to those items reflected elsewhere herein, the following member items regarding Kart and FJ category matters have been reviewed by the KAC and SEB: #3320, 3648. The SEB and KAC thank these members for their input.

NOT RECOMMENDED

- Stock classification of Cadillac CTS-V (ref. #3045). The SAC has reviewed this car and finds it consistent with the performance level of its current class (F Stock).
- Street Prepared AWD wheel/tire allowances (ref. #3417). The SPAC does not feel this change is necessary.
- Formula Junior class status (ref. #3358). The SEB does not feel this change would be in the best interests of these classes.
- Formula Junior spec class (ref. #2899). The KAC has reviewed the rules and is taking the idea under advisement but currently does not believe this will benefit the class as a whole.

TECH BULLETINS

1. Street Prepared: Add new subsection 15.2.J.4 as follows: "*Cages which utilize door bars that protrude into the door panel must comply with all other GCR requirements for roll cages*." (ref. #1758)

2. Street Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, Street Prepared Category (ref. #3328):

Volvo S40 ('95-'04)	DSP
Volvo S40 ('05-'11)	DSP

3. Street Prepared: Per the SPAC, add as a new 6th sentence of 15.8.H.4 as follows: "*A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from stock the spindle mounting location from the control arm plane.*" (ref. #3355)

4. Prepared: Per the PAC, the Mazda Rx-7 and Rx-8 listings in Appendix A, class F Prepared, are clarified to read as follows (ref. #3369):

    RX-7 (12A or 13B, bridge or peripheral porting allowed) (1979-85)
    Alt engine: Renesis
    Displacement: 12A – 2292 cc; Renesis/13B – 2616 cc
    RX-7 (13B, bridge or peripheral porting allowed) (1986-91)
    Alternate Engine: Renesis
    Displacement: Renesis/13B – 2616 cc
    RX-8 (bridge or peripheral porting allowed)
    Alternate engines: 12A or 13B
    Displacement: 12A – 2292 cc; Renesis/13B – 2616 cc
    Standard intake manifold may be used.

    Comment: The revised listings specify the effective displacement for each vehicle.

5. Formula Junior: per the KAC, effective immediately, the following subsection is added to 19.2.A.2.b (ref. #3379):

    "6. Clone Motors (REGIONAL ONLY)
    A. FUEL: Gasoline
    B. WEIGHT: 250lbs
    C. Motor must remain completely STOCK with the exception that the "governor" may be removed"

    Comment: Per the KAC, the Clone motor has been reviewed by the committee many times in recent years since its introduction in the Sprint racing community. The most recent input has given the KAC much more data with which to make a decision and the KAC would like to phase in this motor as a very inexpensive ($150) option for Formula Junior B.

6. Formula Junior: per the KAC, effective immediately, The Rotax Mini-Max subsection of 19.2.A.1.b is updated to read as follows (ref. #3587):

    "4. Rotax Mini-Max
    A. FUEL: Gasoline and oil
    B. WEIGHT: 305 lbs
    C. Carburetor, clutch, radiator, and exhaust as supplied with engine from Manufacturer. Exhaust and carburetor restrictors must e used in accordance with Rotax Mini-Max rules.
    D. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.
    E. Rotax Motor Identity Card (AKA Passport) is required for proof of sealed motor."

    Comment: The KAC feels that bringing the weight up 20 lbs, equal to that of the KT100, will solve the performance discrepancy. It is believed that the Rotax would be faster than anything else in FJA.

RALLYCROSS BOARD

RXB MINUTES | December 13, 2010

The RallyCross Board (RXB) met via conference call December 13. Attending were Bob Ricker, Chairman, Tom Nelson, Brent Blakely, Karl Sealander, Ken Cashion, Warren Elliott, and Stephen Hyatt. Also in attendance were Pego Mack and Howard Duncan from the National Office.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Brent Blakely reported that he is working with Tom Nelson to update the Safety Steward Training based on the original document created in 2003. The basis for the changes revolves mainly around a PowerPoint presentation, course degradation, and how to react and respond to incidents. Their goal is to have it completed before the 2011 National Convention so that some Divisions can use it for their own conventions prior to the National Convention presentation.

2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that in an effort to get an outside, independent opinion he has asked individuals from the Solo community to review and comment on the RallyCross Rules. Also, he would like the Committee to address pre-run or permanent courses in future editions of the RallyCross Rules. Howard Duncan agreed to send the reference to such courses in the Solo rules to Warren for consideration.

3. National Championship Committee (Ken Cashion): Ken Cashion distributed the proposed National Supplementary Regulations, in which the Committee addressed the revamping of class inspection regulations. Also proposed is a more specific class disclosure form for Stock and Prepared classes to be attached to the Supplemental Regulations as an appendix. The RXB discussed at length the areas that need refinement. Motion: Use the current proposed National Supplementary Regulations for the first four National events of 2011. Hyatt/Blakely – Approved (all).

Old Business

1. Annual RallyCross Awards: Recipients were selected by the RXB for the annual RallyCross awards to be presented at the 2011 National Convention.

2. E-Blast (Stephen Hyatt): Stephen Hyatt reported that RallyCross' first E-Blast should be distributed within a week and future E-Blasts will be done without direct National Office involvement.

3. Rocky Mountain Divisional Steward: Ken Cashion reported that the proposed new Rocky Mountain Divisional RallyCross Steward, Bryan Tippens, has been trained and is ready to start the position once his paperwork is submitted. Motion: Appoint Bryan Tippens as Rocky Mountain RallyCross Steward. Cashion/Hyatt – Approved (all).

4. Rally America Update: Howard Duncan reported that he had a conference call with Rally America officials about branding clarity. It was decided in that meeting that both organizations would continue to consider branding changes and to use in the meantime the organization names as part of the branding, e.g. SCCA RallyCross. Howard reported that there is a spirit of cooperation and noted that the SCCA holds the copyrights to the "RallyCross" name.

5. RXB Minutes Posting at Forums: Ken Cashion reiterated his request to have the RXB Minutes posted on the RallyCross forums. Howard Duncan explained the need to have BOD approval for such a request and agreed to approach the BOD about the possibility of posting minutes at the forums.

6. National Convention Seminars Update – what, who, when: The National Convention schedule is now posted at the SCCA website. The seminars will be presented by the following: RallyCross Regional Best Practices by the RXB; New RallyCross Programs by Bob Ricker; Competitor Session/Safety by Tom Nelson and Brent Blakely; Town Hall by the RXB; and Rules Discussion by Warren Elliott.

New Business

1. RallyCross Accomplishments: A summary of 2010 RallyCross accomplishments will be presented to the BOD at the 2011 National Convention. Bob Ricker will put together and make the presentation. He will provide a preview for the next RXB meeting.

2. National Events Schedule: Pego Mack reported that the National Events calendar is posted at the SCCA website. Brent Blakely said he might need to change San Francisco Region Challenge date to May, so changes to the schedule may be

pending.

3. Dirty Pictures: The award for outstanding RallyCross pictures will not be awarded this year as the promotional possibilities and deadlines are past. Pego Mack will add the Dirty Pictures Award for 2012 to the National Convention agenda.

4. Rules Exception: The RXB discussed a rules exception to allow 15 year-old to compete in the Eastern States Championship. Warren Elliott summarized the situation and shared the 15 year-old competitor's résumé. A decision was tabled until the next RXB meeting. The RXB discussed at length the issue of granting such exceptions on a case-by-case basis or making a rules change to allow participation by a driver holding a learners permit, similar to Solo's rules. Bob Ricker agreed to send a letter to Phil Creighton of the BOD for clarification on the issue.

Next meeting: January 10, 2011

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

RRB MINUTES | December 15, 2010

The *RoadRally* Board (RRB) met via conference call on Wednesday, December 15, 2010. (December 6th RRB Meeting was postponed due to board member conflicts.)

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz and Lois Van Vleet. Eva Ames and Mark Johnson; members were not in attendance. Pego Mack, National Office was in attendance. Todd Butler and Michael Lewis, Board of Directors Liaisons were not in attendance.

The Final November 11, 2010 RRB Minutes were approved. (Wakemen)

Proceedings

1. Rally Liaison updates
Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:
Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona - Desert Sands NC (Feb 26) - English
Arizona - Gullible's Travails NC (Feb 27) - English
Pittsburgh, Steele Haul NC (May 14) - tentative
Pittsburgh, TBA NC (May 15) – tentative
Arizona, Global Warming NT (Aug 27) – tentative
Arizona, Copper Mine Trail NT (Aug 28) – tentative
Oktoberally, NC (Sept 17) - tentative
Badger Trails, NT (Sept 18) - tentative
USRRC 2011 California, NGTA TBD (Oct 21) - tentative
USRRC 2011 California, NC Highway Robbery (Oct 22) - tentative
USRRC 2011 California, NT Not My Fault (Oct 23) - tentative

2. 2010 Awards
Best Regional, Best Divisional and Robert Ridges nominees were discussed and the awards will be presented at the convention.

3. Convention
Discussion: Wakemen emailed the Strategic Plan (STRAP) to the RRB members and will be presented at the convention. This will be tabled for approval until next month to allow the other RRB members, not in attendance, to review it.

Website Convention Schedule has the Walking Rally on Saturday; which is wrong. The Walking Rally will be included at registration with instructions to hand it back in for scoring sometime before the Rally/Solo luncheon on Friday so the awards can be handed out at the luncheon. Pego will get the schedule changed. Town Hall meeting will be Saturday morning. *RoadRally* Town Hall meeting will be Saturday.

Lanz will present the Regional Rally Program Seminar.

The Safety Steward and Safety Steward Instructor Training Seminar will be Saturday afternoon, after the *RoadRally* Town Hall Meeting. Lanz will mail the current Safety Steward Video to Deena at SCCA Headquarters so she can make DVDs of it. Safety Steward Instructor Training Seminar will need a presenter and will need the manual and forms printed by Dena/SCCA Headquarters.

Safety Steward Video – ask Johnson after the holidays for the latest new version.

4. Rally Master Took Kit Update
Rally Master Tool Kit – Lanz wants the tool kit available to everyone, not just SCCA members. After discussion, it was agreed that all files really should be available to members only. Pego suggested that the Rules Committee needs to review the documents. And a link could be added to the new website for the Tool Kit making it easier to find. Lanz will send the documents slated for inclusion in the Toolkit to the Rules Committee and English for review.

5. Mentoring Program
Discussion: All agreed that a program to provide mentors to new rallymasters (or first-time National rallymasters) is needed. The head of the mentoring program should work closely with the Publicity Committee. Lanz made a motion to form a new committee

for the Mentoring Program. Motion approved.

6. Other Items
A motion was made and approved to lift Indy Region Ban from staging National Rallies in 2004 (Lanz/English). Wakemen will notify the Indy Region, effective immediately.

GTA Lifetime Points will be used for GTA entrants to place them in their proper Championship point category. Wakemen will send a clarification note to Bruce Gezon.

RRB received Mark Johnson's resignation (from the RRB) via email. His position opening will be announced in eBlast, the Forum and Inside Line as soon as possible, so a replacement hopefully can make it to the convention.

Old Business
Discussion: Gezon's 2-tier Points proposal. Changes will not be for 2011. It will be slated for discussion at the Convention Rally Seminar on Saturday - USRRC and Championship Points Discussion. Wakemen will notify Bruce Gezon of the meeting and will add it to the forum.

New Business
Lanz reported that someone was asking to put on a Tour Rally and sanction it as a Course Rally also. Stating there weren't enough Course rallies and wanted to run a Tour rally and declare it as a Course for points and there is nothing in the RRR's that clarifies it. After much discussion, it was pointed out that there has to be truth in advertising by the rally committee. A Sanctioned Tour Rally must be a Tour event with no 'traps' and must not count as a Course Rally for points. (RRR rules for the two types of rally conflict, so it would be hard to make one event serve both groups with identical GIs and NRIs.)

Pego announced a new Rally Liaison for 2011 will be Bill Kephart.

Next meeting: Monday, January 3, 2011 at 7:30 pm CST, via conference call.

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD

RRB MINUTES | January 3, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, January 3, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Eva Ames (partial attendance) and Lois Van Vleet. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was not in attendance.

The Final Revised December 15, 2010 RRB Minutes were approved. (Ames/English)

Proceedings

1. Rally Liaison updates
Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:
Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands NC (Feb 26) - English
Arizona, Gullible's Travails NC (Feb 27) - English
Pittsburgh, Steele Haul NC (May 14) - tentative
Pittsburgh, TBA NC (May 15) - tentative
Arizona, Global Warming NT (Aug 27) - tentative
Arizona, Copper Mine Trail NT (Aug 28) - tentative
Oktoberally, NC (Sept 17) – tentative
Badger Trails, NT (Sept 18) – tentative
USRRC 2011 California, NGTA TBA (Oct 21) - tentative
USRRC 2011 California, NC Highway Robbery (Oct 22) - tentative
USRRC 2011 California, NT Not My Fault (Oct 23) - tentative

2. RRB Member Applications
The RRB received and discussed the three applications in length from John Emmons, Mike Thompson and Chuck Hanson. There would be a conflict in having more than one member from the same region/area (Thompson, Emmons, Van Vleet), so we encourage Emmons and Thompson to re-apply next year after Van Vleet finishes her term. A motion was made to accept Chuck Hanson's RRB application. Motion was approved. (Lanz/Ames) Pego commented that the BOD will need to approve his appointment on the RRB at the convention.

3. Convention Update
Discussion: Wakemen emailed the Strategic Plan (STRAP) to the RRB members that will be presented at the convention. After discussion, the comment about the USRRC being THE Championship event will be changed to the (lower case) by Wakemen before the convention. Pego will post the final STRAP from Wakemen after changes.

Items to discuss at the BOD meeting:
- The new SCCA website progress (Pego reported it will not be up by the convention).
- Mentoring Program
- Guidelines for the private viewing versus the public viewing (non-member) of the SCCA Website, documents and forms.

Discussion: Weekend Memberships - Solo versus Racing versus Rallying. The $5 amount that is paid to SCCA has a different effect on each venue. Also, many regions do not like forcing non-members to pay a $5 Weekend Membership Fee for a co-op event with another club. Pego recommended that Lanz needs to have a conversation with Howard Duncan as a first step in requesting a change.

The Walking Rally will be included at registration with instructions to hand it back in for scoring sometime before the Rally/Solo luncheon on Friday so the awards can be handed out at the luncheon. *RoadRally* Town Hall meeting will be Saturday.

Pego reported that all the 2010 Awards have been ordered.

Lanz will present the Regional Rally Program Seminar – using GTA Rallies with question and answer session, as well as Regional Start Up to present. Lanz will email Deena at SCCA Headquarters the material to print off for the convention.

The February RRB meeting will be Friday afternoon.

Schedule: The Safety Steward and Safety Steward Instructor Training Seminar will be Saturday afternoon, after the *RoadRally* Town Hall Meeting. Lanz will mail the current Safety Steward Video to Deena at SCCA Headquarters so she can make DVDs of it. Safety Steward Instructor Training Seminar will need a presenter and will need the manual and forms printed by Deena/ SCCA Headquarters.

Old Business - none

New Business - none

Next meeting

Friday, February 11, 2011 at the Convention.

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY MEMO

Memo for RoadRally

The SCCA is seeking candidates for RoadRally Board. Please forward a Rally resume and letter of intent to the rrb@scca.com if interested.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED March 2011

CLUB RACING BOARD

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CLUB RACING BOARD MINUTES | Feb. 1, 2011

The Club Racing Board met by teleconference on February 1, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-03, 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. Unless otherwise stated, the effective date of these proposed rules will be 1/1/2012. Please send your comments via the form at http://www.crbscca.com/

FORMULA

FB

1. #3101 (Brandon Dixon) Clarify the shifting rules in FB
   After reviewing input received from members requested in the December Fastrack (What do you think? item on shifters in FB) and considering the action recommended by the Formula and Sports Racing advisory committee (FSRAC), the CRB has decided to propose a rule change to the FB specifications. This decision was based on multiple factors. 1. A major premise on which the FB rules were developed was that the class was intended to be a place for both converted FC cars and for cars of new construction which were relatively simple and cost effective. In particular, it was not to be a place for open-ended innovation in the mold of DSR or CSR. 2. At the time the FB rules were developed, the current rule in 9.1.1.H.8.D did not anticipate recent ECU controlled shift systems. The CRB does not consider such systems to be either in the intended spirit of the class nor in its long term best interests. 3. Despite considerable effort on the part of the FSRAC, there does not appear to be a way to rewrite the rule that draws a bright line between various systems that employ electrical or electronic components and ECU controlled systems. Together, these factors have led us to propose a rule change for 2012 that will allow only mechanically controlled shifters in FB.

   Replace 9.1.1.H.8.D with the following: "*All gear changes must be initiated by the driver. Only shift mechanisms that are completely mechanical are permitted. These may include (but are not limited to) any combination of rods, joints, levers, springs, paddles, cables and pneumatic components. No electrical or electronic components (including electrical wires) are permitted. Devices that allow pre-selected gear changes are prohibited*."

PRODUCTION

1. #3553 (Jud Scott) Allow removal of balance shafts
   In 9.1.5.E.1.m and 9.1.5.E.2.m, add a new subsection 7 as follows: "*Any engine balance shafts and associated gears or pulleys may be removed and the resulting openings plugged (including those in oil passages). Alternate pulleys or gears, of the same number as stock, may be installed in the location of the balance shaft pulleys or gears if required for timing belt or chain operation; they must serve no other purpose.*"

AMERICAN SEDAN

1. #2950 (Bill Schepergerdes) Allow use of paints and coatings on drive train components.
   In 9.1.6.D.1.s, add the following: "*Unless otherwise restricted within the AS rules, paints and coatings are permitted on drive train components except for the following locations: internal engine block surfaces, internal cylinder head surfaces, internal intake manifold surfaces, and internal carburetor surfaces.*"

SUPER TOURING
STU
1. #3831 (Ian Stewart) Help: Allow mini Cooper S to run JCW supercharger pulley in STU.
   In 9.1.4.2.G, vehicle table, Mini Cooper S, add to the Notes: "*JCW supercharger pulley permitted.*"

TOURING
1. #3813 (Sam Ryan) Accusumps for T cars
   Add a new subsection 9.1.10.D.1.f.5 as follows: "*Accusump systems and related hoses and brackets are permitted in all Touring category cars.*"

T2
1. #3674 (David Jones) Allow Accusump Oil Accumulator on T2 Pontiac Solstice
   In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09) and Saturn Sky Red Line (07-09), add to Notes: "*Canton Accusump #24-026, sandwich #24-700, valve #24-260, and related hoses and brackets are permitted.*"

CAR RECLASSIFICATIONS
None

WHAT DO YOU THINK?
FORMULA 500
1. #3577 (Charlie Schlismann) Allow Aftermarket Pistons in F500
   For F500 Kawasaki and Rotax 494/493 engines, should replacement after market "OEM Type" cast aluminum pistons that are of the same design and dimensional specifications as OEM pistons be permitted? Advocates for this allowance cite cost reduction as the reason to permit them.

SUPER TOURING
1. #3798/#4073 (Christopher Childs/Charles O'Toole) Include Non USDM Engines
   Should non-US market motors be permitted in STU? Engines, intakes/manifolds would be approved on a case by case basis.

MEMBER ADVISORIES
The Club Racing Medical Director wishes to call members' attention to the Eject helmet removal system. See http://www.ejectsafety.com/home.html for information. Use by SCCA members is voluntary. Emergency Services personnel are encouraged to become familiar with this device.

SPEC MIATA
Competitors are advised that the official SCCA Spec Miata shock absorber specifications are now available on this page on the SCCA web site: http://www.scca.com/contentpage.aspx?content=74

NOT APPROVED BY THE CRB
GCR
1. #3661 (Elsworth James) Provide Non-Ferrous definition
   Thank you for your input. There is no apparent need for such a definition.

FORMULA
FA
1. #2970 (Matt Miller) Request for Bigger Restrictor for spec Swift 016
   Thank you for your input. The current restrictor is appropriate for this car and engine combination.

FF
1. #3342 (John Vlasis) Honda FF Restrictor plate
   We will continue to monitor the performance of these cars.

GRAND TOURING
GT2
1. #3666 (Al Wicht) classify Corvair/Yenko Stinger in GT-2
   Alternate displacement non-OEM engines are not being classified in GT2.

GT3
1. #3665 (Al Wicht) reduce weight of 65-69 Corvair/Yenko Stinger by 150#
   This car was already given compensation in the revised GT3 tables. We will continue to monitor performance.

IMPROVED TOURING
1. #3791 (Steven Elicati) Move the 1990-1993 Mazda Protege from ITA to ITB
   This car is classified appropriately.

SUPER TOURING

STU

1. #3832/#4072 (Ian Stewart/Charles O'Toole) Increase weight penalty for sequential gearbox
   Thank you for your input. Performance will continue to be monitored.

2. #4022 (Derek Catterfeld) Increase valve lift by 0.25 across the class
   Thank you for your input.

STL

1. #3672 (Sean Sweeney) Allow the creation of a single air inlet duct in place of one of the headlight assemblies
   There are other permitted avenues for duct installation.

2. #3946 (Ian Stewart) Allow hood venting
   Thank you for your input.

3. #4056 (Kip VanSteenburg) Reduce weight for IT cars running in STU
   Thank you for your input

PRODUCTION

EP

1. #3709 (Ed Forrest) Please classify the AMC Spirit GT in EP
   This car has too large an engine for production racing. This car might be classified in GT car if requested.

2. #3738 (Bill Leitner) Front brake upgrade E30 BMW 325I
   Not recommended for this car at this time.

AMERICAN SEDAN

1. #3547 (Alan Lesher) reduce weight of limited prep Firebird by 100#
   This car received a weight reduction in 2010. We will continue to monitor the performance of this car for a possible future adjustment.

SHOWROOM STOCK

SSB

1. #3036 (Joel Lipperini) Classify the 2005-2010 Lexus IS250 in SSB
   This car has too much potential for the class.

SPORTS RACING

DSR

1. #3388 (Jake Latham) E-85
   At this time the ability to field test for E85 is not available (E85 may contain up to 85% ethanol, but it may be much less). If in the future testing becomes feasible, this can be reconsidered. Thank you for your input and taking the time to suggest ways to improve our "Green" direction.

TOURING

T2

1. #3795 (Richard Kulach) Wheel size change for 370Z
   This car does not weigh enough to warrant larger wheels.

T3

1. #3380 (David Mead) reduce weight/add suspension pack to 99-04 Mustang GT
   Weight was previously reduced to 3330 lbs. We will monitor the car when it is run.

2. #3734 (Michael Briskie) Improve turbocharger durability on Volkswagen FSI & TSI motors
   Alternate turbos are not permitted in Touring.

3. #3800 (James Shomar) Classing the Mazda 3 under T3 racing
   This car is not appropriate for T3. The car is classed in SSC.

<u>PREVIOUSLY ADDRESSED</u>

SPEC MIATA

1. #3817 (Jim Graffy) Toyo 888s back in?
   Thank you for your letter. See letter #3471 February Fastrack.

TOURING

T2

1. #3693 (Jason Berkeley) Equalize newly classed Mustang GT with Cadillac and Camaro
   Thank You for your input. See the Tech Bulletin in the February Fastrack.

NO ACTION REQUIRED

GCR

1. #1490 (Joseph O'Toole) Comment on #855 - Seat back braces
   Thank you for your input.

2. #3712 (Rob Burgoon) highlight tech bulletin in Fastrack
   Thank you for your input. The proposed rule change section of the Minutes and the Tech Bulletin are distinct and it should be clear which changes are proposed and which have immediate effect.

3. #3760 (John LaRue) Runoffs Invitations
   The current Runoffs invitation policy is in synch with other GCR requirements. It is a GCR requirement that each Division put on 6 National races each year. Your Division is satisfying that requirement since both the Grattan and Mid-Ohio events are Double Nationals. The calendar proximity of events to one another is a Division issue. We have forwarded your letter to your Division Executive Steward for his consideration.

4. #4060 (Butch Kummer) (More) Thoughts on the Runoffs Format
   Thank you for your input. Your ideas will be considered as we plan future Runoffs schedule formats.

FORMULA

FF

1. #3414 (Timothy Wise) FIT Fuel pressure regulation
   Thank you for your input. As you have been advised, HPD has agreed to test the regulators before shipping to customers.

F500

1. #3274 (Jim Murphy) F5 MC Proposal - Delaying F6 will cause participation to drop for
   Thank you for your thoughts and suggestions.

FB

1. (Multiple) Input regarding FB shifters
   Please see letter #3101

2. #3740 (Jon Lewis) Bodywork Clarification
   Mirrors are not considered bodywork.

GRAND TOURING

GT1

1. #3703 (Tim Lyons) Why were GT-1 Weights changed now?
   The original decision to withdraw the proposed change was based on very limited member input. The revised decision was based on additional member input received at and since the Runoffs.

GTL

1. #3632 (Mark Ward) Stroke revisited
   The GTLite weight and restrictor table was just redone. We will continue to monitor the class. Bore/stroke ratio might be considered in the future if it is necessary for achieving competitive balance within the class.

IMPROVED TOURING

1. #3752 (Tom Laird) IT Classifications – 2 liter Pinto
   This car is classified appropriately. Run groups at races are a regional decision.

ITA

1. #3828 (Mark Andy) Is it legal to switch to base model manual rack?
   The rule is clear: updating or backdating the steering rack within a spec line is permitted.

ITC

1. #3802 (Robert Clifton) Support for letter #3394
   Thank you for your input.

SUPER TOURING

1. #4021 (John Slinkard) i-vtec
   Camshafts and valve timing are free. Camshafts and camshaft timing are free.

STU

1. #3743 (Mike Wright) clarify eligibility rules
   All IT cars are eligible to compete in STU. We will continue to monitor performance.

2. #3794 (Ian Stewart) Allow Weight Correction in exchange for wheel width allowance
   Not within class philosophy.

3. #4072 (Charles O'Toole) reevaluate 9.1.4.M.3
   See letter #3832.

PRODUCTION

1. #3721 (Jason Isley) Converting Right Hand Drive Cars?
   As long as the car is presented as a left hand drive car and is compliant with production specifications, there is no issue.

FP

1. #3894 (Philip Royle) Allow ITA cars (with slicks) to run in FP
   Most ITA cars already are classified in Production. These cars can run if they conform to Production requirements such as the fire system and fuel cell or a stock fuel tank that is within the axle centerlines and between the frame rails. For ITA cars not classified in Production, a letter can be written to request classification.

SPORTS RACING

CSR

1. #3819 (Carl Liebich) Rescind competition adjustment for CSR engine rules
   Thank you for submitting your concerns. At this time a real performance advantage/disadvantage has not been demonstrated. We will continue to monitor the class.

TOURING

1. #3714 (Jason Berkeley) Race Groupings to Allow T Cars to also run in ST and/or AS
   Thank you for your input. Individual regions are free to create race groups as they deem necessary to serve the cars that actually enter their races. We suggest that competitors who wish to run two classes that are often grouped together contact the Division Executive Steward or the individual region race chairs to request appropriate groupings.

T2

1. #3688 (Richard Kulach) Consistency of "parts bin" rule decision.
   Although the rule change to allow "OEM parts bin" brake upgrades across the category was withdrawn, the CRB will continue to recommend such upgrades for individual cars. In the example you cite, the Pontiac Solstice and Saturn Sky are essentially the same car; the Sky was given the same upgrades as had previously been approved for the Solstice (these should have been done together).

T3

1. #2198 (Rob Hines) Remove Restrictor from T3 Nissan 350Z
   See letter #3302 that addresses competitive balance within T3.

2. #3302 (John Costello) Requested changes for T3 from the drivers of T3 cars
   Adjustments (e.g., weights, sway bars, headers) have been made in the Mazdaspeed 3, BMW Z4 Coupe, Mazda RX-8, Nissan 350Z and Honda S2000 in the last few months. We will continue to monitor the class.

3. #3637 (Michael Jones) Suspension change- Support for letter #1351
   Thank you for your input.

<u>RESUMES</u>

1. #3686 (Chas Dawson) resume for ASAC
   Mr. Dawson submitted his resume and has been appointed to the ASAC for 2011.

2. #3761 (Ron Tambourine) GT Advisory Committee Resume
   Thank you for your resume. It will be considered with others.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2011
NUMBER: TB 11-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 3/1/11 unless otherwise noted.

GCR

1. #3951 (CRB) Correct Appeal Fee
   In 8.4.3.A.4, delete "~~, unless the Court directs otherwise~~" to reflect actual current policy.

2. #4176 (CRB) Clarify 9.3.41
   Clarify 9.3.41 as follows: "Seats with a back not attached to the main roll hoop or its cross bracing may ~~not~~ be mounted ~~to the stock~~ *on* runners ~~unless~~ *only if* they ~~are~~ *were part of* the FIA homologated seat~~s~~ *assembly* specified in an FIA homologated race car."

FORMULA

FA

1. #1817 (CRB) FA classification of Formula Speed2.0
   In 9.1.1.A, Table 2, add the following classification:

Car	Engine	Wheels	Aero	Transmission	Weight	Notes
Formula Speed2.0 (FS2.0)	*2.0 Liter Mazda MZR*	*(F) 8 (R) 10*	*Dual rear adjustable main planes. Front main plane is fixed. Front winglets are adjustable. Wings and bodywork are delivered with an FS2.0 marking that is to remain visible for scrutineering.*	*6 forward speeds and reverse with an open differential. No lift shift system.*	*1350*	*ECU map and engine shall be sealed by Hasselgren Engineering. FS2.0 sealed Ohlins TTX dampers. Goodyear 475 compound tires. Wheels must me 3 piece FS2.0 wheels with FS2.0 logo. Hasselgren Engineering spec FS2.0 intake must be used. No part of the car shall be altered from FS2.0 original parts, except for repairs that do not affect performance.*

FV

1. #3996 (CRB) Correct FV manifold spec
   Replace 9.1.1.C.20.b.2 with the following: "*At no point in the bends of the horizontal tube may the average O.D. exceed 1.070 inches. Measurements will be taken four (4) times rotating around the circumference of the tube and averaged*."
   [This was the language published in the December 2010 Fastrack. It was not transferred correctly to the 2011 GCR.]

FE

1. #3474 (Mike Davies) SCCA Enterprises 2011 Updates
   In 9.1.1.J.1, add at the end: "*No modifications may be made to any part or system unless specifically permitted in these rules.*"

   In 9.1.1.J.13, update as follows:
   "Tires must run in sets of 4 as stated below:

   Hoosier "FE" Labeled Compound
   Front: PN: 43270FE, 21.5 X 8.0 - 13
   Rear: PN: 43301FE, 22.0 X 10.0 -13

   or

   Hoosier R45, R45A, or R45B (SCCA Labeled) Compound
   Front: PN: 43270, 21.5 in X 8.0 in X13.0in
   Rear: PN: 43301, 22.0 in X10.0 in X 13.0 in

Beginning 1/1/2012, only FE Compound PN 43270FE & 43301FE dry tires are permitted."

In 9.1.1.J.7.a.18, update by replacing ~~WM301046~~ with *WM1131046*.

In 9.1.1.J.7.b.4, change as follows: "4th gear combination 18:22 1.22 *or 20:25 1.25 for 2011 / beginning 2012, only 20:25 1.25*".

In 9.1.1.J.7.b.5, clarify the first sentence as follows: "Differential – Only final drive ratio allowed is *12:33* 2.75."

In 9.1.1.J.21, add the following:

g. Enterprises P/N WM11592302 Throttle Cam/Cable Update is recommended.
h. Enterprises P/N WM114001 Thermostat Kit is permitted.
i. Enterprises P/N WM 801004 Rotor Temp Bands are permitted.

GRAND TOURING

GT1

1. #4075 (CRB) Withdraw response to letter #3520
   Due to an internal miscommunication, an incorrect response was given to letter #3520 in the February Fastrack. The response to letter #3520 in the February 2011 Fastrack is withdrawn.

   The proper response is "Not Recommended". The history of the LS1 classification and clarifications to the GT1 rules are as follows:

   The LS1 engine was allowed in the form specified in the GT1 specifications to accommodate ASA cars that wished to participate in SCCA races. The requirement that the OEM plastic intake manifold be used was intended to limit the output of the LS1. The ASA engines were sealed in that series and were required to use the OEM 75mm throttle body.

   To clarify the LS1 intake requirements, in 9.1.2.E.1.c, General Motors Corporation – Chevrolet and General Motors Corporation - Pontiac, change the LS1 listing as follows: "LS1 V8 engine allowed with stock plastic intake manifold *and 75mm throttle body* at 2585 lbs."

   In general, aluminum block V8 engines are not classified in GT1. Exceptions are listed explicitly. The following clarification is issued:

   In 9.1.2.D.g.1, add at the end, "*Aluminum block V8 engines are not permitted unless specifically classified in 9.1.2.E.1.c*"

GT2

1. #3651 (Pete Peterson) Hood Bulge 2000-05 Celica
   In 9.1.2, GT2, Toyota Celica incl. GTS 90-05, add to Notes: "*Hood bulge permitted with no openings for 2000-2005.*"

2. #3652 (Pete Peterson) Alternate wheelbase for Toyota Celica
   In 9.1.2, GT2, Toyota Celica incl. GTS 90-05, add *93.7* inch alternate wheelbase.

GT2 AND GT3

1. #3679 (James Rogerson) Include QR20-25 series engines for Nissan
   In 9.1.2, GT2, Nissan engines, add:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
QR25DE/DD	*DOHC*	*89.0 x 100.0*	*2489*	*Alum, Crossflow*	*4*	*37mm SIR*	*2080*	*Direct injection not permitted.*

   In 9.1.2, GT3, Nissan engines add:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
QR20DE/DD	*DOHC*	*89.0 x 80.3*	*1988*	*Alum, Crossflow*	*4*	*31mm SIR*	*2060*	*Direct injection not permitted.*

   In 9.1.2, GT3, Nissan engines, add:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
QR25DE/DD	*DOHC*	*89.0 x 100.0*	*2489*	*Alum, Crossflow*	*4*	*31mm SIR*	*2195*	*Direct injection not permitted.*

[QR20DE/DD engine displacement is too large for GTL.]

GT3

1. #3540 (John Litzinger) Add new Style Mustang Body to the class
   In 9.1.2, GT3, add to Ford cars as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Mustang	*2010-11*	*2DR*	*RWD*	*101.0/107.1*	

GTL

1. #3775 (Lans Stout) Clarification on GTL Wing Mounting
   Clarify 9.1.2.F.4.b.14.B, first sentence as follows: "The wing shall be mounted ~~to the trunk/deck lid~~ with two brackets."

IMPROVED TOURING

ITR

1. #3701 (Chris Childs) please class the 06 model year (mustang)
   In 9.1.3, ITR, Ford Mustang (2005), change model years to (2005-*06*) and change the wheel size to 16/*17*.

ITB

1. #2643 (John VanDenburgh) run Audi Coupe GT thru the current IT classing method.
   In 9.1.3, ITB, Audi GT Coupe (84-86), change weight from ~~2540~~ to *2500*. [The Audi Coupe (81-84) is classified appropriately.]

SUPER TOURING

STO

1. #3756 (Marty Grand) Alternate turbo allowance for Evo 8-10
   In 9.1.4.1.H, Mitsubishi Evo/DSM, correct displacement from ~~2000~~ to *3000*.

2. #3783 (Robert Nimkoff) Classify Aston Martin N24 in STO
   In 9.1.4.1.H, add "*Aston Martin Vantage N24 (2007-08)*", *4280* cc at *2900* lbs.

3. #3856 (Kevin Patterson) Classify the Ford Thunderbird in STO
   In 9.1.4.1.H, for all Ford Mustang classifications, change "Mustang" to "Mustang/*Thunderbird*".

STU/STL

1. #3402 (Greg Amy) MX5 Cup in STU - Suggest additional tire restrictions
   In 9.1.4.B, delete: "~~Cars eligible for the SCCA Pro Racing MX-5 Cup series using the current Pro Racing Rules may run in STU, except that any DOT tire is permitted, the claim rule will not be in effect, and a head and neck restraint is optional until 2012.~~" and add "*Spec MX-5 class cars completely conforming to Spec MX-5 class specifications are eligible for STL.*"
   [Note that Mazda MX-5 Cup cars are still eligible for STU under the STU rules.]

STU

1. #3654 (Ben Phillips) Class 2000-04 Boxster S in STU
   In 9.1.4.2.G, add to table: *Porsche Boxster S (2000-05)* at *3179cc, 3300 lbs.*, Notes: "*Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.*"

2. #3735 (Michael Briskie) Improve turbocharger durability on Volkswagen FSI & TSI motors
   In 9.1.4.2.G, Volkswagen GTI/GLI and Volkswagen Jetta TDI, add to Notes: "*K04 turbocharger permitted.*"

3. #3878/#3987 (Bob Maples) Alternate turbo - Audi A4
   In 9.1.4.2.G, Audi A4 Turbo, add to Notes: "*K04 turbocharger permitted.*"

4. #4032 (David Mead) induction allowances clarification
   In 9.1.4.G.1, add at end: "*13B induction: Fuel injection or 1 Auto-type 2 barrel carburetor with 42mm chokes on a "dual-y" manifold.*"

5. #4095 (Peter Keane) WC MX6
   In 9.1.4.2.G, add "*World Challenge Mazda MX-6"* at *2900* lbs, and in Notes: *"55mm flat plate restrictor required.*"

PRODUCTION

EP

1. #3809 (CRB) Correct wheel sizes on 1.6 EP Miata
   In 9.1.5, EP, Mazda MX-5 / Miata 1.6L (-1993), correct the permitted wheel size by deleting "~~18 x 8~~".

HP

1. #3980 (CRB) Fix Lotus 7 weight specs
   In 9.1.5, HP, Lotus 7 & 7 America, correct weight to *1450* lbs. [Both of these configurations are level 1 cars and are on the same spec line.]

2. #3981 (CRB) correct Honda specs
   In 9.1.5, HP, Honda Civic 1.5 (88-91) change weights from ~~2000/* 2050/** 2100~~ to *2175/* 2229/** 2284* to match the Honda CRX 1.5 (88-91).

3. #3983 (CRB) Clarify Spitfire specs
   In 9.1.5, HP, Triumph Spitfire Mk. I & II, correct the Notes by deleting "~~@ 1730 lbs~~"

SHOWROOM STOCK

SSC

1. #3816 (Sam Ryan) 08-11 Subaru Impreza
   In 9.1.7, SSC add:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Subaru Impreza (2008-11)	*99.5 x 79.0 2457*	*2620*	*1495/ 1495*	*16 x 6.5 Alloy*	*205/55*	*3.454, 2.062, 1.448,1.088, 0780*	*3.900*	*(F) 255 x24 Vented (R) 280 x10 Solid*	*3150*	

2. #3815 (CRB) SSC Celica GTS
   In 9.1.7, SSC, Toyota Celica GTS (00-05), add to the Notes: "*A 60mm flat plate restrictor is required.*"

SPEC MIATA

1. #4178 (CRB) Clarify VIN number requirement
   Clarify 9.1.8.A, by changing the last sentence as follows: "There must be ~~a minimum of two (2)~~ *at least one* VIN plate~~s~~ or stamping~~s~~ *on the dashboard or chassis* that correspond*s* with the model year automobile classified."

SPORTS RACING

CSR

1. #2880 (David Watson) weight reduction for motorcycle engines
   In 9.1.9.A.2.a, Engine Table, Lines D, E and F, change the weights from ~~1075/1125/1175~~ to *1025/1075/1125*.

SRF

1. #3473 (Mike Davies) SCCA Enterprises 2011 updates
   In 9.1.9.C.1, add at the end: "*No modifications may be made to any part or system unless specifically permitted in these rules.*"

   In 9.1.9.C.5.a, clarify by adding a new third sentence: "*Use of the nose front center body pin is optional.*"

   In 9.1.9.C.5a, weight requirements, change "Rear 30 lbs." to "Rear 30 lbs. *60 lbs.*"

   In 9.1.9.C.5.c, clarify as follows: "~~A~~ *One* spring-type fastener *per side* may be used to replace the 1/4 turn fastener."

   In 9.1.9.C.12, add a new subsection as follows to address parts availability:

   d. Enterprise P/N 591902 Regulator is permitted.

   In 9.1.9.C.22.a, update as follows:
   "Mirrors *must be as delivered*. The cars may be upgraded to the new mirrors, P/N ~~1390007~~ *190003, 190004 or 190007*, and may use mirror extension, P/N ~~1390023~~ *190023 or 190024*. The original mirrors furnished with the kits may be used."

In 9.1.9.C.22.d, add the following to allow proper driver position with head and neck restraints:
"*If either the Aluminum Racing Products (ARP) or the Butler P/N 180268 seat is used, to aid with seat positioning, the head rest can be removed completely. It is recommended that the resulting hole in the firewall be covered with suitable aluminum sheet.*"

Move 9.1.9.C.22.i in its entirety to 9.1.9.C.23.p and renumber subsequent subsections.

Delete 9.1.9.C.22.ff in its entirety to remove duplication with 9.1.9.C.23.m and renumber subsequent subsections.

In 9.1.9.C.23.m, clarify by replacing the entire subsection with:
"*Enterprises P/N 1140001 Aluminum surge tank is required.*
Radiator cap: lever-operated 16 lb relief cap is required.
Enterprises P/N 1180801 plastic cooling system overflow bottle kit is required
A bleed tube from the thermostat housing to the surge tank is required."

In 9.1.9.C Engines, modify the following subsections to address parts availability:
E. Flywheel: Ford part #FOCZ-6375-A *or equivalent* min. weight: 16lbs, 2oz
Clutch disc: Ford part #FICZ-7550-A *or equivalent min. weight 1 lbs. 14 oz*
Pressure plate: Ford part #FOCZ-7563-A *or equivalent* min. weight: 8 lbs.
Pulley: Ford part #FOCZ-6316-A

F. Spark plugs: ONLY Motorcraft AGSF 24 C or AGSF 34 C *or NGK TR6*

H. Air Filter: ONLY Motorcraft #FA-1031 *or Fram CA 3660*

Touring
1. #4179 (CRB) Clarify VIN number requirement
Clarify 9.1.10.C.5.a as follows: "A car may be entered in competition if there ~~are a minimum of two (2)~~ *is at least one* VIN stampings~~ and/~~ or plate~~s~~ *on the dashboard or chassis* that correspond*s* with the model of automobile classified."

T1
1. #3810/#3811/#3812 (Richard Zhao) Correct specifications for BMW E92 and M3 GTS

T1	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW E92 M3 (08-09)	92.0 x 75.2 3999	2761	F:18x8.5 R:18x9.5	265/40	*4.055, 2.369, 1.582, 1.192, 1.000, 0.872*	*3.846*	F:360x30 R:350x24	3300	
BMW M3 GTS (2010)	*92.0/82.0 4361*	*2761*	*F:19x9 R:19x10*	*F:255/35 R:285/30*	*4.780, 3.056, 2.153, 1.678, 1.390, 1.203, 1.000*	*3.154*	*F:378x32 R:380x28*		

T2
1. #3357 (Rob May) Request classification of the Audi TTS in T2

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Audi TTS Coupe (2010-11)	*82.5 x 92.8 1984*	*2468*	*18 X 9 (F&R)*	*275/35 (F&R)*	*2.923, 1.957, 1.400, 1.032, 1.077, 0.871*	*4.769 (1-4) 3.444 (5-6)*	*(F) 340 Vented (R) 310 Vented*	*3150*	*38mm flat plate restrictor required.*

2. #3361 (Rob May) Classify 2010-2011 Audi S4 in T2

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Audi S4 (2010-11)	*84.5 x 89.0 2995*	*2809*	*18 X 9 (F&R)*	*275/35 (F&R)*	*3.667, 2.158, 1.520, 1.133, 0.919, 0.778*	*3.875*	*(F) 320 Vented (R) 286 Vented*	*3430*	*40mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs., Ratios: 3.692, 2.238, 1.559, 1/175, 0.915, 0.745, 0.617*

T3

1. #4101 (CRB) Honda S2000 changes
   In 9.1.10, T3, Honda S2000 2.2L (00-09), change weight from ~~3070~~ to *3020*, add to Tire Size "*2.2L 225/50 (F&R) (max)*", and add to Notes: "*54mm flat plate restrictor required.*"

   In 9.1.10, T3, Honda S2000 CR (08-09), change Tire Size from "~~215/45 (F) 255/40 (R)~~" to "*2.2L 225/50 (F&R) (max)*", and add to Notes: "*54mm flat plate restrictor required.*"

SOLO EVENTS BOARD

SEB MINUTES | Jan. 26, 2011

The Solo Events Board met by conference call January 26th. Attending were SEB members Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD member John Walsh; Doug Gill, Nancy Downing, Brian Harmer and Ryan Miles of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

GENERAL

- The following items have been reviewed by the SEB, and EOC or SSC where applicable, and the SEB and the committees thank these members for their input: #2470, 3413
- The SEB thanks John Scheier for his service to the Club as a Divisional Solo Safety Steward.
- The 2011 Solo National Appeals Committee will consist of Art Trier, Paul Brown, Kathy Barnes, and Karen Babb.

DIVISIONAL POSITIONS

- The SEB has appointed James Shepherd as the NorPac Divisional Solo Safety Steward (ref. #3584)
- The following correspondence item pertaining to Divisional positions has been reviewed by the SEB, and the board thanks this member for his input: #2336.

STOCK

- Per the SAC, the following rule change proposal is being published for member comment:
  - Change 13.2.H to read as follows:

    "H. Roll Bars and Roll Cages

    1. Roll bars may be added. Roll bars may be welded in. *Stock rollover hoops and covers may be removed if the resulting installation meets the Basic Design Considerations of Appendix C. The total weight of components added must not be less than that of components removed*.

    2. Roll cages may be added; it is strongly recommended that roll cages be constructed according to the GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame, or has bracing both fore and aft of the main hoop."
- Per the SAC, the following class listing change proposals are published for member comment (ref. #3303):
  - Move from BS to GS: BMW 325i & 325is ('87-'91)
  - Move from BS to GS: BMW 325ix ('88-'91)
- The following correspondence items pertaining to Stock items have been reviewed by the SAC and SEB, and the committee and board thank these members for their input: #3359, 3524

STREET TOURING

- The following correspondence items pertaining to Street Touring items have been reviewed by the STAC and SEB, and the committee and board thank these members for their input: #3341, 3579, 3715.

STREET MODIFIED

- The SEB has decided that the SMF class will continue to be offered as a Supplemental class (per 4.8) at the Solo Nationals through at least 2012.
- The SMAC is still seeking input regarding the following rule change proposal, and thanks those members who have provided feedback so far (ref. #3605, 3609, 3619, 3620, 3630, 3670, 3671, 3676, 3685, 3690, 3691, 3692, 3694, 3696, 3702):
  - Replace 16.1.D.1 with the following:

    "1. Engine blocks must be *from production automobiles*. *Engines must meet minimum production quantities of 1,000 units built for street use, spanning all models of cars so equipped. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.* This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany."

    The intent of this proposal is to allow cross-make engine swaps into Street Modified vehicles, using engines produced in sufficient quantities that replacement parts are readily available. Subframe restrictions are not expanded from the

existing rules. (ref. #3313)

- The SEB has appointed Jim Thompson to the SMAC (ref. #3782)
- Per the SMAC, the following rule change proposals are published for member feedback:
  - Change the last sentence of 16.1.Q to read: “It must be securely mounted within the bodywork.”
  - In Appendix A, Class Street Modified (SM), change the fourth item under “Minimum Weight Calculations” to read: “*Greater than 51% weight on rear wheels: +25 lbs per liter*” (ref. #1823, 3787)
- The SEB thanks Mike Feldpusch for his service as a SMAC member.

PREPARED

- Per the PAC, the previously-published proposal concerning traction control weight penalties in XP contained an error; the second line under “Weight Adjustments” should have read as follows: “*Cars equipped with traction/stability control: +50 lbs.* (ref. #3494)
- The SEB thanks Myron Steere and Dwayne Komush for their service to the Club as members of the PAC.
- The following correspondence items pertaining to Prepared items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input: #3229, 3495.

MODIFIED

- In response to member input (ref. #3504, 3551, 3596, 3597, 3600, 3601) the MAC is recommending the following revised version of the previously-published proposal pertaining to aerodynamic modifications in class B Modified:
  - In Appendix A under Modified Class B (BM) change subsection F to read as follows:

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

    1) Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.

    2) Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.

    3) Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

    4) Flexible ground sealing is permitted on cars 66” or wider at the rear tires and which also meet a weight of 1180 lbs.

    Also change the last sentence of subsection H to read: “All cars must prepare to Formula Atlantic aerodynamic rules *as specified in F*.”
- The MAC is recommending the following rule change proposal (ref. #2231), which is being published here for member feedback:
  - Add the following new section 18.6:

    18.6 LEGENDS AND DWARF CARS

    Vehicles conforming to the US Legends Cars International racing series specifications (http://www.uslegendcars.com), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F.

    Vehicles conforming to the Western States Dwarf Cars Association specifications (http://www.dwarfworld.com/WSDCA-07.html), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F.
  - In conjunction with the above, add the following in Appendix A, Modified Class F (current section D should be increased one outline level to be under item C):

    D. Dwarf Cars and Legends/600Racing Cars

    Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.

    NOTE: If any conflict exists between the Dwarf Car Rules or US Legends Rules and the Solo Rules, the Solo Rules shall take precedence

    Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of 3.3 are allowed.
Any differential and rear end ratio may be used.
Any shock absorber may be used.
Any wheel up to 10" wide and any diameter may be used.
Any anti-roll bar may be used.
Engine does not need to be sealed, but must conform to the appropriate rule set.
Minimum Weight – 1250 lbs with driver.
Any air filter is allowed.
Any ballast is allowed provided it is mounted securely per Solo rules.
Any battery may be used.

Dwarf Car or Legends specific items not required are as follows:

INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.
Seatbelt harness aging requirements
Quick Release steering wheels
Fire extinguishers
Fire Retardant driver's suits and gloves
Neck Braces
Head and Neck Restraints

Current Solo Rules override Dwarf/Legends rules for the following items:

Helmets
Car Numbers
Exhaust system, muffler and tailpipe

- The following rule change proposal is published here for member review and comment (ref. #3484, 3545):
  - In Appendix A, under Modified Class F, add new subsection A.7 and renumber subsequent items accordingly:

"7. F5 cars may utilize the Rotax 593 engine as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use 25mm intake restrictors. The restrictor specifications are as follows:

1.680 inches outside diameter
Thickness 0.020 inches
Slot length top to bottom 1.475 inches
Slot width 1.0 inch = 25.4mm
Slot radius .5 inches "

The SEB encourages Regional programs to implement this allowance at the local level in 2011, in order to permit drivers of F5 cars using the 593 to participate in the class and to acquire additional data pertaining to the performance of such cars.

- The following correspondence items pertaining to Modified items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input: #3179, 3200, 3653, 3659.

FORMULA JUNIOR / F125

- The SEB approved the appointment of Danny Kao to the KAC (ref. #2848).
- The following correspondence items pertaining to KAC positions have been reviewed by the SEB, and the board thanks these members for their input: #3320, 3648.

NOT RECOMMENDED

- Transaxle update/backdate (#2155) Per the SPAC, this is not considered consistent with the category philosophy.
- V6 Mustang classing (#2600). The SAC has indicated it believes the potential risk of moving this car as requested outweighs the potential benefit.
- Street tire classes (#2857) Regions are encouraged to create classes that will create local interest in the club and promote new memberships. Not all of these classes are necessarily suited for National status.
- Harness bar rule (#3164) This rule change was published in 2009 and approved by the BOD for inclusion in the 2010 Solo Rules; the change was omitted via an editing error and has subsequently been corrected.
- Cone sizes (#3168) Selection of cone sizes is left up to the Regions so that they can best meet the needs of their particular programs.
- Master Cylinder brace (#3174) The STAC believes this modification is very application –specific, provides little benefit for

the class as a whole, and has considerable potential for abuse.

- Seat weights (#3280) The STAC believes this change would have potential for abuse, and could create new safety concerns.
- Saab 9-3 classing (#3285) The SAC has researched the specifications of the 2009 2.8-liter Saab 9-3 Aero and believes that it falls within the performance range of its current class.
- Helmet grace period (#3576). A sufficient grace period has already been granted, and helmets meeting the current requirements are now readily available.

TECH BULLETINS

1. Event Operations: per the EOC, abuses of mechanical delays are believed to be adequately addressed by 6.8.D, which states: "Drivers of cars with mechanical difficulty shall have ten minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run. For this purpose, a rerun counts as a new run. **Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run.** Abuse of this allowance may be considered unsportsmanlike conduct and is protestable under section 9.1.F." (ref. #3315)

2. Stock: The following new listings, effective immediately upon publication, are added to Appendix A, Stock Category (ref. #2503):

Ford Mustang Boss 302, Laguna Seca ('12)	Stock exclusion list
Ford Mustang Boss 302 NOC ('12)	BS

3. Stock: Per the SAC, the DDMWorks Oil Catch Can Kit for the GM 2.0L I4 ECOTEC engine does comply with 13.10.G (ref. #3405).

4. Stock: The following new listing, effective immediately upon publication, is added in Appendix A (ref. #3569):

Jaguar XK8 1997-2006	FS

5. Stock, Errors and Omissions: The following corrected listing, effective immediately upon publication, is updated in Appendix A:

Audi S4 ('10-'11)	BS

6. Street Touring: Add new item 5 to 14.8.I, as follows: "Changes in suspension geometry are not allowed except as incidental to the effective arm length change."

7. Street Modified: Per the SMAC, hood liners are covered under "associated hardware" in 16.1.I. They will be added to the list of examples. (ref. #3476)

8. Modified: Per the MAC, the Henney Kilowatt is not eligible for DM or EM as a production car due to its failure to meet the eligibility requirements of 18.1.A. (ref. #3723)

9. Modified: Per the MAC, the "such as…" list in 18.1.C.1.a should no longer include the reference to doors (this should have been removed when the change was made to B.8 which allows alternate door materials). (ref #3956)

10. Modified: Per the MAC, item 13 under "Safety Rules" in Section 18, under A.7, should read "Reverse gear in B and F Modified vehicles" Comment: this should have been changed with the addition of "A reverse gear is not required" to Appendix A, C.2.m. (ref #3956)

11. Modified: Per the MAC, correct "in 12.9" in 18.4.B.12 to "in Section 18" Comment: this reference was overlooked when the decision was made to retain Section 18 wing measurement methods for Modified classes. (ref #3956)

12. Modified: Per the MAC, in Appendix A, Modified Class B, remove the parenthetical "(weights shown are with driver)" from the opening sentence. Comment: this is redundant with the statement at the beginning of the category listings. (ref #3956)

13. Modified: Per the MAC, in Section 18 under Safety Rules, change item A.7.11 to read "11) Deformable structures". Comment: this is a general GCR item and applies to all GCR open wheel and SR classes. (ref #3956)

14. Modified: Per the MAC, in Appendix A, Modified Class C, clarify the first sentence to read: "Modified Class C allows the following GCR-compliant cars: Spec Racer Ford, Formula F, & Sports 2000. Comment: this clarifies the reference to use the GCR, to avoid confusion. (ref #3956)

ROADRALLY BOARD MINUTES

RRB MINUTES | Feb. 12, 2011

The *RoadRally* Board (RRB) met at the SCCA National Convention in Las Vegas on Saturday, February 12, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Eva Ames, Chuck Hanson and Lois Van Vleet. Pego Mack, National Office was not in attendance. Bill Kephart, Board of Director Liaison was not in attendance.

The Final January 3, 2010 RRB Minutes were approved. (Wakemen/all)

Proceedings

1. Rally Liaison updates
Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:
Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands NC (Feb 26) - English
Arizona, Gullible's Travails NC (Feb 27) - English
Pittsburgh, Steele Haul NC (May 14) - tentative
Pittsburgh, TBA NC (May 15) – tentative
St. Louis, Wilderness Trail NT (July 16) – tentative
St. Louis, Daniel Boone NC (July 17) – tentative
Arizona, Global Warming NT (Aug 27) - tentative
Arizona, Copper Mine Trail NT (Aug 28) - tentative
Oktoberally, NC (Sept 17) – tentative
Badger Trails, NT (Sept 18) – Lois Van Vleet
USRRC 2011 California, NGTA TBA (Oct 21) - tentative
USRRC 2011 California, NC Highway Robbery (Oct 22) - tentative
USRRC 2011 California, NT Not My Fault (Oct 23) - tentative

2. BOD Meeting Items: (for Sunday, Feb. 13th 9am Meeting)
- Publicity Committee
- Regional Rallies
- Mentoring Program (need proactive volunteers)
- eBlast
- RoadRally distinction from Rally Cross (website separation)
- The STRAP
- Website (RRB input)
- USRRC 2012 (Stand Alone Event for 2012)
- Press Releases/Ads
- Weekend Memberships and Forms
- Introduction of Chuck Hanson to the BOD

3. USRRC 2012 and Points (continued from the "USRRC 2012 and Points Seminar" discussion)
Discussion: Tabled until the March RRB Meeting.

New Business
Wakemen and Ames recommended that the RRB access and use 'Concerns Tracker', an online software tool that would help in assigning members to projects, tracking the progress to meet project deadlines.

Ames is looking for more articles for eBlast. Suggestions were: Editorials, Peter Hylton's 'Ghost Track' articles and a Chairman's letter.

Renaming the ITIS newsletter was tabled until the March RRB Meeting.

New SCCA Convention Seminar topic ideas for 2012 were:
- How to Keep Expenses Down (rally expense, trophies etc)
- No Game Show
- Better use of the Walking Rally
- Lowering Costs

Lanz made a motion to appoint Chuck Hanson as Chairman of the Mentoring Committee. Wakemen suggested the Mentoring Committee needs a direction and statement first and will need further RRB member discussion. This was tabled until the March RRB Meeting. Motion was not voted on.

Lanz proposed a new draft Weekend Membership Form created by Hanson to replace the current SCCA Weekend Membership Form that would include Entry Form data (such as Name, Address, SCCA Member number etc) that would be easier for the registrar and could be used for both RoadRally, Rally Cross and co-op events. This needs further review before approaching SCCA Membership Department for approval.

Hanson made a suggestion for a Multi-Year Rule Cycle or Rule Cycle of multiple years, a Rule Book for x-number of years and Lifetime Points Rule Process and more. This was all tabled until the RRB March Meeting due to running out of time at the convention.

Next meeting: Monday, March 7, 2011 at 7:30 pm CST, via conference call.

The meeting was adjourned at 5:01 pm PST. (Ames/English)

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD MINUTES

RRB TOWN HALL MINUTES | Feb. 12, 2011

Town Hall Meeting: Saturday, February 12, 8 am in the Huntington Room
Speaker: Jim Wakemen – RRB Chairman

This meeting is intended to collect suggestions, concerns, ideas and recommendations from SCCA Members and Staff for the RRB to hear, review and discuss further in their monthly meetings. Concurrently Eva Ames was corresponding with members on Facebook online in the meeting as well.

Wakemen began the meeting by announcing the RRB Focus on growing the Regional Rally Program and to help encourage smaller regions to develop a rally program. A stronger regional rally program will fuel the National program. By forming a new Publicity Committee and a Mentoring Program will help the regional rally program as well.

The National RRR Book will be left alone this year (2011). The National Program will not go away for now. For 2012, the USRRC and Championship Points may be changing.

RRB is considering making the USRRC 2012 a stand alone event. Points won will not be counted for the Championship. This is still a RRB discussion and will be put out for member comment if/when proposed.

RRB is also considering changing the Championship Points in the higher classes (Grand Master for one) to reflect the best 3 out of 5 rally points OR 5 out of 7 for Nationals. And the best 10 out of 12 and eliminating the 70 point rule OR 7 out of 9 with a 70 point rule for Regional. And eliminate the 70 point rule for the Sportsman Class. This is still a RRB discussion and will be put out for member comment if/when proposed.

The RRB wants to keep the rule changes minimal from year to year.

USRRC 2011 will be in California, October 21-23, hosted by the Cal Club, committee members Jeanne English and others TBA. Slated will be a NGTA Rally on Friday, a Course Rally on Saturday and a Tour Rally on Sunday.

Attendees concerns and recommendations were:

ITIS Newsletter was discussed which is published quarterly. There seems to be a need for a more frequent publication, maybe monthly, as well as a Link to the newsletter. Suggestions were taken to change the name of the newsletter ITIS to Rally?

The newly formed Publicity Committee needs to be notified by the Rally Committees to help promote their rally events, not only for Regional, for National events as well.

Questions: ‘Where do I buy a rally clock?’, ‘Where can I find a check list to put together a rally?’ and ‘is there a Universal Rally List?’ *Wakemen stated with the new New Mentoring Program to start this year, it will help coach a new region who wants to start a rally program and mentoring on the New SCCA Website*.

Concerns on the new SCCA website slated for Summer 2011 were:

- Better search options… search for RoadRally (instead of Rally)
- Separate RoadRally from Rally Cross
- Better SCCA Calendar – currently only Sanctioned Rallies are listed.
- Newsletter Section – check boxes needed
- Membership List/Address/Region/ Section
- Membership Profile Section – to update member profile
- Links to Tools
- Forum Notifications of the website postings

Concern: Weekend Membership Form sent to Headquarters are not being stored/collected for review anywhere. 147 Weekend Membership's were converted to Full Memberships in 2010, what about the ones who did not convert? How can one get their names to invite to region events? *Lisa Noble/SCCA commented that Data Collections was on the top 3 on their 'To Do List'*.

Address Labels were mentioned… what happened to them? *Headquarters reported that expense is an issue.*

A recommendation was made for the Mentoring Program to contact the RE's in each region that does not have a Rally Program.

A concern was made on losing the competitiveness where regions in certain areas who put on many rallies. There are National competitors running only Regionals for Grand Master Championship points.

A request was made for the RRB Meeting Minutes to be in more detail, more information and more distribution. Currently it is only in Fastrack.

All comments, concerns and recommendations above will be reviewed further in future RRB Monthly Meetings. Any 2012 proposed RRR changes will be put out for member comment.

Taken by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | Jan. 10, 2011

The RallyCross Board (RXB) met via conference call January 10. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, and Pego Mack from the National Office.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Brent Blakely reported that work towards a new Safety Steward Training continues. The Solo Safety Steward Training program has been considered for use, but there are some questions whether the format will work for RallyCross. Ken Cashion requested that the new program be completed by February 2, one week before the National Convention. The RXB also discussed several recent incidents. The incident reports have not been forwarded to the Safety Committee or the RXB, so the discussion was limited.

2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that he has received requests for rules clarifications. He also reported that he is planning a Rules Committee meeting towards the end of January. It was brought to the attention of the RXB that the latest helmet standards were overlooked in the recently released 2011 RallyCross Rules. The rules should allow for the current standard plus the previous two standards, which should include 2010, 2005 and 2000 standards. The 1995 standard should be deleted from the rules and not allowed for competition use beginning in 2011. This will be simple correction to the current rules. Ken Cashion also requested that Karl Sealander post a summary of rules changes for 2011 at the forums.

3. National Championship Committee (Ken Cashion): Ken Cashion reported having run order discussions with the organizers of the Eastern States Championship. In an effort to maintain fairness it was agreed to use a hat draw for Saturday's runs and Saturday's finishing order for Sunday's runs. Brent Blakely questioned if there were National standards for marking cones. Warren Elliott reported that New England's standard is to place the pointer cone 1 foot back from the cone.

Old Business

1. National Convention Seminars: The RXB reviewed the RallyCross seminars and presenters at the National Convention. The seminars will be presented as follows: RallyCross Regional Best Practices by the RXB; New RallyCross Programs by Bob Ricker; Competitor Session/Safety by Tom Nelson and Brent Blakely; Town Hall by the RXB; and Rules Discussion by Warren Elliott.

2. Class inspection for National Championship: The RXB discussed competitor enforced vs. tech/organizer enforced vs. a combination of both for class compliance. The general consensus is a combination of both, but the RXB will observe the proceedings of the Eastern States Championship before making any changes to the National Supplementary Regulations or RallyCross Rules.

3. Rules Exception for 15 year-old Driver: Bob Ricker reported that he contacted Phil Creighton of the BOD concerning the issue of granting this exception. Phil Creighton deferred to Jerry Wannarka, Chairman of the BOD. As of the time of the meeting that contact has not been made, but Bob will respond via email to the RXB as soon as he has spoken to Jerry Wannarka. Warren Elliott reminded the RXB that he needs an answer before the Eastern States Championship event. A motion was made to approve James Santa Maria for competition in RallyCross events contingent on BOD approval. Cashion/Hyatt – Approved (all).

New Business

1. Growth Discussion
   - What can the "big" regions do to promote more growth? Some regions are happy to do their own thing.
   - What are we doing to limit growth? Avoid big event conflicts by using the Divisional Stewards. New class offerings such as Street Modified could improve growth.
   - How do we compare to Solo on a region-by-region basis? Some regions are more tied to stage rally and others are more tied to Solo.
   - What is our 3-year plan, and could we take advantage of investment capital from the SCCA?
   - Should we consider rewards to regions that are doing well? Perhaps a travel fund for key personnel.

2. Decision making process improvement
   - Need Safety Plan immediately!

- Avoid tabling issues (if necessary, resolve within 2 weeks). This could be accomplished using phone calls or emails.
- Revisit timetable for rules input. There's a need for more time for member comment. Since the RallyCross rules aren't printed, we could get BOD approval in December. The timeline changes proposal: Member comment and submissions – January 1 to June 15; Rules Committee draft – June 16 to July 31; member comment – August 1 to September 15; final Rules Committee review – September 16 to September 30; RXB review – October 1 to November 14; submission to SCCA Board of Directors – November 15.

3. Communication improvement
   - Expedite minutes – be mindful of content. We need more specifics. The BOD did not approve posting minutes on the forums allowing Fastrack publication of RXB minutes. The RXB meeting time could be changed to earlier in the month.
   - Increase attendance at RXB and Divisional Steward calls. RXB needs to increase communication with Divisional Stewards. Stephen Hyatt volunteered to sit in on the Divisional Steward calls. The RXB agreed that a liaison from the Divisional Stewards was needed, and that Ken Cashion would pursue the issue.

4. RXB email list: Ken Cashion requested Pego Mack to review and update of the RXB email list to include only current RXB members, current BOD liaisons and current National Office staff.

5. RXB meeting start time: Ken Cashion requested that the RXB consider changing the start time of the RXB monthly meetings to earlier in the evening. The RXB also discussed moving the meeting to another day of the week and another week of the month. Any changes are dependent on National Office scheduling of the conference call system.

Next meeting: February 13, 2011

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news
official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED April 2011

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BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | Feb. 9-13, 2011

The SCCA Board of Directors met Feb. 9-13, 2011 at the South Point Hotel and Casino in Las Vegas, Nev. in conjunction with the annual National Convention. Board members in attendance were: Todd Butler, Philip Creighton, RJ Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Dick Patullo, John Walsh and Jerry Wannarka. Staff members present included: Jeff Dahnert (President & CEO), Terry Ozment (VP Club Racing), Eric Prill (VP Marketing & Communications), Rick Ehret (VP Finance), Colan Arnold (VP Member Services), Howard Duncan (VP Rally/Solo), Peter Lyon (Risk Management/ Legal Counsel), Doug Gill (Technical Services) and Aimee Thoennes (Executive Assistant). Also attending were: Tom Campbell (Pro Racing Chairman), Jim Turley (SCCA Foundation), David Nokes (Chairman of Stewards) and John Nesbit (Assistant to Chairman of Stewards).

Finance Report: Ehret

Year end report out. 2010 revenue was reported as over our budgeted target. Some shortfall areas (insurance recovery) but additional sponsorship compensated. Other budget areas on target or under due to excellent operating cost control. SCCA Pro had net positive income, SCCA Enterprises came in with small net loss. Details in consolidated financial statements published in SportsCar annually. Membership decline slowed down and was better than expected. 2011 budget updated based on input from December BoD. Investment advisors changed (manages investment/reserve accounts for Inc.) based on advice of Inc. Treasurer and concurrence of CFO.

Member Services: Arnold

Membership for 2010 was as planned/budgeted. 4% overall decrease just over 41,000 members. Approx 9,400 new full members, about 20,000 weekend members, about 10% of weekend members convert. Key as discussed elsewhere is retention. Region incentive programs highlighted, and rebates to regions and discounts on sanction fees for 2011. Program focuses on growth plus retention with varying targets. About $13,000 in payouts to regions anticipated in 2011. Working on options on how to provide value to members that may not be active at the current time.

Introducing online sanctioning and calendaring at LV Convention. Working on e-mail blast capability to provide updates on scheduling (target 4-6 week window) to members local area. Working on member data collection, what activities, what interests, and assist in better allocating resources.

Competition license update, working on streamlining processing steps in office and 2 year license capability.

Rally/Solo: Howard Duncan

RXB meetings at Convention. Rally still in loss column but improving. Will have more details at Spring BoD meeting on improvements and proposed path to financial stability after Convention meetings. Some changes in RRB Board due to filling a recent vacancy (under Action Items).

No action items from Solo SEB. Working with SEB on how to link participant behavior between Solo and ProSolo, basically how to address communications of penalties between programs. Operations Manual, SEB Manual and Solo Rules language to be developed and brought to BoD 2011 schedule finalized for Pro and National Solo.

ACTION ITEMS FOR FEBRUARY 2011 In Rally/Solo

Motion: Kephart/Creighton- to approve appointment of Lindsay Wilson as the only Divisional Solo Steward for the RMDIV. *Motion: Approved Unanimous*.

Motion: Creighton/Walsh -The RoadRally Board is requesting the BOD to approve the appointment of Charles Hanson to the RRB effective immediately. *Motion Approved: Unanimous*

Club Racing: Ozment
Insurance Review: Club Racing is starting a project to review how insurance is handled. Any changes will not take effect until 2012.

Spec Miata Tire: Staff and CRB are reviewing options for 2012 Spec Miata Tire rule. REcommendation to the Board is targeted for the June meeting

Discussion Items and Rule Changes

BoD Rational Approval request:
Motion: Creighton/Langlotz: Atlanta Region is requesting approval to conduct a Rational at Road Atlanta the weekend of May 21-22, 2011. *Motion Approved: Unanimous*

Club Racing Board
The CRB requests that the following rule changes be approved "out of season". In one case, the intent is to prevent a "creative interpretation" of an existing allowance to perform a completely unrelated function (using a specially shaped muffler to provide a rear diffuser). In the other, a more than acceptable alternative ballast mounting method for SM is proposed that provides no performance advantage and does not have any negative cost implications.

Motion: Creighton/Lybarger- To approve the following 2 rules changes submitted by CRB with an effective date of 4/1/11. *Motion Approved: Unanimous.*
Spec Miata

1. #3044 – January Fastrack
   Modify 9.1.8.C.1.m.4 as follows to clarify what muffler configurations are permitted:

   a. The replacement system retains the original configuration (i.e., single tube design) and the tubing is a maximum of 2.25 inches outside diameter. *The maximum length of tubing used for the system beyond the OEM down pipe shall not exceed 120 inches (includes catalytic converter replacement pipe if used)*.
   b. The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system. *The exhaust system shall not create any new openings in the rear bumper.*
   c. No expansion chambers. *A single muffler may be added. The muffler shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches. The muffler shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car). In addition, the sum of the length and width of the muffler shall not exceed 40 inches.*

2. #2459 – February Fastrack
   In 9.1.8.C.8.i.2, add the following: "*Alternatively, ballast may be secured using all 4 Mazda factory passenger seat mounting bolt holes.*"

Motion: Lewis/Langlotz- Make appropriate changes to the Operations Manual, Board of Directors Manual, Stewards Manual and the Court of Appeals Manual to reflect the below listed changes addressing steward roles in Club Races. *Motion Approved. Approval: Patullo, Jones, Wannarka, Noble, Walsh, Lewis, Butler, Langlotz. Opposed: Gordy, Creighton, Lybarger. Abstain: Merideth*

Propose that Paragraph 8) Code of Conduct of the BoD Handbook entitled "Officiating at SCCA Events" be changed to the following:
Board Members :

- Should not serve as Chief Steward or Chairman of the SOM at National events.
- Should not serve as Chairman of the SOM at Regional events.
- Eliminate additional restrictions for the BoD Chairman and the BoD Liaison to the Court of Appeals.

Chairman, Stewards Program, and Chairman, Court of Appeals:

- Should not serve as Chairman of the SOM at Regional or National events.

Both the Chairmen of the Court of Appeals and Stewards Program agree with these changes. The proposal was also presented for discussion at December BoD meeting with no objection raised.

Key aspects of the change eliminate tighter restrictions for the Chairman of the BoD and the Liaison to the Court of Appeals than for other Board members, but adds other restrictions to the Chairman, Court of Appeals, and the Chairman of the Stewards Program.

Planning Committee: Patullo/Kephart report out.

How to make membership easier, fun. EAA (Experimental Aircraft Association) is good example. EAA makes it easy to create chapters. Recommendation from Planning Committee is to make it easier to create Chapters and make Chapters "non-threatening" to Regions. Chapters are areas of interest, take less overhead or expertise to run, but SCCA Inc can still offer benefits like insurance, publication support, collateral, website areas, etc. One focus would be potential military or college chapters.

License renewal requirements discussed, are we too strict, what are the up/downsides of current requirements.
Can we communicate better as well ,examples "Drivers Guide to GCR" by John Nesbitt (and column in SportsCar) and perhaps a "Cliff Notes" version of GCR.

There is also a faction of people that just want to race their cars. Looking at rule sets how to allow, more racing, less rigorous enforcement of fairness per CGR. (Example SCCA A Sedan rules vs NASA American Iron rules).

Protecting our best classes, competing semi-pro series have picked off specific classes. Discussion on competition in these classes.

Education and tools, how can Inc provide better tools and resources for regions to run better programs.
Discussion on retention issues. We bring in new members, but ~80% drop out over next 3-4 years.
Discussed with CRB optional schedules for Runoffs. No firm answer from RA track on impact of splitting schedule. CRB has multiple possible schedules, any change will make some people happy, make some people upset. Some agreement that time commitment should be shorter but disagreement on how to achieve this.

John Walsh: Asking other BoD directors to sign up for "Director DeJour". This is visiting Directors to other working groups over an above specific liaison duties to help broaden knowledge of all aspects of club program boards.

Marketing and Communications: Prill

Renewal with Hawk Brake pads for sponsorship completed. BFG agreement completed and SuperTour effort off and running for 2011 for 6 events ramping to all Divisions in 2012. Good discussions with other potential sponsors going forward.

BoD expressed approval on the excellent job Marketing has done in 2010 landing additional sponsorship which more than balanced other budget line item shortfalls. SCCA drivers at Daytona press release was good example of providing visibility to SCCA.

Open Items/Convention Review: Thoennes
Review of BoD schedule for Convention

Risk Management: Lyon
Risk management discussion on minor participation: Basic issue is that procedures or process for expanding minor participation should be established , rather than requesting ad-hoc waivers.

Club Racing Stewards Program: Nokes/Nesbitt
David visited every Division in 2010 and noticed both excellent example of Stewarding and not so excellent. Stewards program view point is a few poor experiences color the entire program. Presented to the BoD a set of talking points for discussion, items reviewed included average number of stewards per event, possible maximum assigned staffing levels. Discussion on assigned responsibilities vs accepting everybody that shows up. Average age of stewards discussed (60+) and only 4 stewards under 40 out of approximately 400 stewards nationwide.

One of the items under discussion was SIT program and SIT training. Review of other Steward's communications and training initiatives.

SCCA Foundation: Turley
Foundation is separate entity from SCCA Inc. Foundation is a 501c3 non-profit.
3 main areas of the Foundation:

a. Preserve and protect history of club (Pete Hylton)
b. Promoting college automotive programs (FSAE)
c. Promoting safe driving for teenage drivers. Partnership with Tire Rack in the Street Survival Schools (TRSS).

Revenue almost entirely from donations. Working on fundraising activities specifically raffles. They are working legal and tax issues regarding raffles.

TRSS is one of many programs that exist to put on safe driving. Foundation tries to encourage each Region to put on at least one TRSS event per year. TRSS support includes documentation, and manuals to assist in structuring the weekend.

Many regions also put on similar events from “competing” organizations. Suggestion to push harder on communication to regions about TRSS program.

Working on more visibility, SportsCar articles, webpage creation, social networking sites.

Open Items: Noble

Bonus Nationals Proposals from NE Division: Wannarka
Strong support in NE Division. The proposal under consideration will allow regions holding single Nationals to each select a different National race group and offer a Bonus National race for that group which complies with all of the GCR requirements for a Double National (race length, qualifying time, etc.). The second race would be run under a separate sanction; the competitors in this group would have the opportunity for two national races and double points. On an annual basis, each National race group would be selected once by eligible regions selecting in reverse order of their previous year’s national entry count. A region may not select the same group in two consecutive years unless no option is available. The NEDiv National Racing Committee will be responsible for the administration and scheduling of the Bonus National Program.

Motion: Jones/Kephart to approve conceptual program and ask Club Racing to work with NEDiv for appropriate rules changes and/or interpretations as required to support 2 such events in 2011.
Motion Approved: *Approvals - Butler, Langlotz, Kephart, Patullo, Jones, Lybarger, Merideth, Wannarka, Walsh, Lewis. Opposed - Creighton, Noble, Gordy.*

Motion: Wannarka/Lybarger appoint Bob Ruman to Pro BoD and release Jay Signore and Brett Fischer from SCCA Pro BoD. *Approved - Unanimous . Gordy absent.*

SCCA BoD extends thank you for service on Pro BoD to outgoing Pro BoD members Signore and Fischer.

BOD/CRB Meeting:

PUBLICATION OF CRB MINUTES AND TECHNICAL BULLETINS
Current publication schedules of these documents are tied to their history of being included in Fastrack as a paper document bundled with SportsCar. Even though electronic publication of Fastrack is now the norm, our publication schedules have not changed. Depending on the date of the CRB’s monthly meeting day (the first Tuesday), the CRB usually has finished preparation and review of the Minutes and TB between the 7th and 13th (the 13th is the date by which we must now submit them for inclusion in Fastrack). Actual publication for the membership is not until the 20th to the 22nd day of the month. This means that the information is held from the membership anywhere from 7 to 15 days beyond the time it is prepared.

BoD gave approval to CRB proposal that the CRB Minutes and Technical Bulletins be posted on the Club Racing Rules page on the SCCA web site as soon as they are final. This would be consistent with the posting of the monthly GCR update on the same page. They would still be included in Fastrack when it is posted, but the membership would have access to the information in a more timely manner.

RELATIONSHIPS WITH OTHER SANCTIONING BODIES, AND COPYRIGHT AND TRADEMARK
Discussion involving the use of SCCA rules and relationships with other sanctioning organizations. For example, the creation of Spec Miata began in SCCA regions and was then recognized with a single rule set in the GCR. SCCA has worked cooperatively with NASA in the past to keep a common rule set for the benefit of both organizations and their members, some divergence has occurred leading into 2011 season.

Notwithstanding copyright notification in the GCR, other sanctioning bodies have either relied upon the GCR by reference or by copying our rules and incorporating them in their own publications. This goes beyond road racing; it was noted by Meyers (in separate meeting with BoD + Jumbo Regions) that some 60+ Solo organizations utilize SCCA rules as a basis for competition. Lyon provided a high-level review of registered trademark protection and copyright law. SCCA vigorously defends use of registered trademarks (example Trans AM). Executive Staff will review options going forward.

REPORT ON EXTENDING HARNESS LIFETIMES

In 2009, the CRB began an investigation into the possibility of extending safety harness lifetimes beyond their indicated SFI and FIA certification periods. A volunteer did preliminary work on a study design. His informal report indicated that because of the number of variables involved, carrying out the study would require the collection of a fair number of used harnesses for testing and that considerable analysis of test results would be necessary. This did not preclude the Club from going forward with the project, but that it would be an undertaking that would require significant effort and, perhaps, funds. Before proceeding further, SCCA Risk Management was asked to consider the implications of such a study and the recommendations that might result. The response was quite negative. So much so, that the CRB does not propose further effort in this area. BoD concurs. Activity

dropped.

Other CRB Concerns: CRB noted input from some members concerning mandate of head and neck restraints beginning in 2012. BoD reaffirmed decision to keep that safety requirement in place. CRB presented a generally well received scheduling option for the Runoffs to give competitors more track time at the Runoffs. CRB will take input and present a final recommended schedule over next few months for typical late spring publication to members.

BOD/SEB Meeting:

General overview of Solo program. Discussion over Solo rules for when a car can become a national class. Current rules written in 2005 mandate a minimum participation requirement in 3 of 4 years. Idea was to give a class time to grow. Concerns is how to handle very successful new classes and should the 3 out of 4 rule be shortened? SEB is looking at changing this for 2012. SEB embraces concept of Rules Season.

SEB will also update their Strategic Plan.

BOD/TTAC Meeting
TTAC Members present included: Tony Machi (Co-Chair), Jerry Cabe, Dave DeBorde, Matt Rowe (Co-Chair), Josh Hadler and Joe Olivera.

TTAC met with CRB to formalize credit that can be applied towards a Club Racing competition license.
Emphasis on being able to provide documentation to Chief Steward for Comp school event based on prior TT experience. Some concern expressed by TTAC that in some race oriented regions, officials may not fully understand program. TTAC is working to develop programs, training awareness for these regions to help overcome this. TTs need to be viewed as both an entry to racing and as an entity into itself. Not all TT participants will want to move to racing. TTs present a relatively simple rule set and provides easy entry to SCCA as does Solo.

TTAC has worked on a competition rule set that allows ease of entry as well as simplicity, but nothing universal yet. Right now at Regional level. Some discussion about national championship. Seeking enhanced visibility in SportsCar and on website. Want to drive more social media awareness.

BOD/Road Rally Board Meeting:
RRB Members Present included: Jim Wakemen, Lois Van Vleet, Jeanne English, Sasha Lanz, Eva Ames and Charles Hanson.

Discussion on identification issues (distinction) between RR and RXC. Different structure between events, different approaches, RR goal is be on time not early, RXC strives for fastest time. Need separation on website, need own identity to separate RR from RXC. RRB started own Facebook page to help broadcast Convention Town Hall meetings and receive feedback from people who could not be at Las Vegas. Very successful reached out to over 100 people during the course of the convention. Planning to expand on official SCCA forum. More press coverage desired in official communications. Updated website for better user experience and communications. Space to share tools such as Rally Master Tool Kit requested.

RRB activities over 2010, decided to concentrate more on regional rallys and less so on national rules. Need to focus on regional growth. Created photo albums to use in regional publication flyers, rally master tool kit, mentor program to pair experienced rally masters with less experienced, working on updating Rally Safety Steward video. Created online multipart form for weekend membership and registration. Worked with Member Services to be able to provide e-mail blasts to weekend members about upcoming event sin their neighborhood.

Decision to make USRRC the National Championship rally event.

Discussion on how to best utilize the Internet for better visibility of Convention sessions, and feedback on structure of Convention to allow RRB to meet with REs.

Weekend membership seen as impediment to events when we partner with other clubs.

BOD/RallyCross Board Meeting:
RXB Members Present included: Ken Cashion, Tom Nelson , Brent Blakely , Karl Sealander , Bob Ricker , Stephen Hyatt

BoD wants to see RallyCross program grow. How to increase participation and retention focus of RXB meetings this year. RX strategic plan delivered to BoD pre-Convention. Biggest struggle is site acquisition. Discussed National office assistance to approach large corporations as entry point contacts. Established national program, new national site for 2011. Some discussion about pros/cons around destination for national championship eg a fun destination site vs. middle of nowhere site.

Very limited number of trained Safety Stewards. Travel involved until we get more local Safety Stewards.

Can we get cross-over between Solo Safety and RXC Safety?

Rally America has started Rally Cross (stadium event, multi car, TV coverage) events. Potential to generate interest in SCCA RXC.

SCCA BoD Only:

Motion: Merideth/Lewis: Add this paragraph to the Operations Manual in sections I.B.5., 6., and 7 (General rules for each competition program) to support the Rules Making Season across all venues, (Club Racing, Solo, RXC, RR). *Approved: Unanimous*

Club Racing (Solo, Rally, RallyCross) supports a Rules Making Season. Requests for changes in the rules (outside of items of immediate concern such as safety, administration, errors and omissions, clarifications, competitions etc) should be submitted to the CRB (SEB, RB, RXB) for review prior to July. This allows the necessary time for the CRB (SEB, RXB, RB) and any applicable advisory committee to consider the request, publish it in Fastrack News for member input, and then present it to the BOD for approval before the rules are edited for implementation by January. It also allows a better timeframe for competitors to make the appropriate adjustments to their car preparations and plans for the next competition season.

Motion to adjourn: Merideth/Lybarger - Approved Unanimous

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 1, 2011

The Club Racing Board met by teleconference on January 4, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-04, 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/

IMPROVED TOURING

1. #3193 (Josh Sirota) Allow removal of some inconsequential items
   Add a new 9.1.3.D.9.n as follows: "*Windshield washer systems, rear windshield wiper systems, cruise control systems, horns and the wiring associated wiring with any of these may be removed. Any holes left in the body must be covered or plugged.*"

SUPER TOURING

1. #4320 (Greg Amy) Drain Plug Safety Wire
   In 9.1.4.G.12, replace last sentence as follows: "*It is recommended that cars using a wet-sump oil system safety wire or in some other way secure the oil drain plug.*"

STU

1. #4262 (Matt Blehm) Rule clarification question.
   In 9.1.4.F.16, modify as follows: "The floor pan may be modified to provide clearance for the exhaust system *and allowed alternate transmission/transaxle*."

STL

1. #3602 (Greg Amy) Allow Alternate Brakes in STL
   Replace 9.1.4.3.E.1 in its entirety with the following: "*OEM brake systems must be used. 1 or 2 piece ferrous rotors that do not exceed 290mm in diameter and 28mm in thickness are permitted. The standard production calipers or any 4-piston calipers are permitted.*"

AMERICAN SEDAN

1. #3808 (CRB) New Mustang
   In 9.1.6.C, add a new subsection 4 as follows: "*New limited prep cars may be required to run in the Touring 2 class for at least two years before being classified in American Sedan. Cars not classified in Touring 2 will be considered, on an individual basis, when adequate information is available to determine correct specifications.*"

SHOWROOM STOCK

1. #3895 (Stan Czacki) Showroom Stock Eligibility - oppose sunset rule changes
   The CRB proposed, and BoD approved, plan to reduce Showroom Stock eligibility from 12 years to 11 years in 2012 and to 10 years in 2013 affects certain cars that would have "timed out" in 2012 or 2013 whose owners purchased them with the expectation of being able to run them up to that time (these are cars whose last production year was 2001 or 2002). The CRB recommends that these cars be allowed to complete their 12 year eligibility and that the 10 year eligibility be in force from 2014 onward.

SPORTS RACING

CSR

1. #3229 (Jason Miller) Displacement Change Request for CSR 2-Cycle Engines
   In 9.1.9.A.2.a, engine table line C, change the maximum displacement from ~~1350~~ to *1470*.

DSR

1. (Multiple) "What Do You Think" responses for weight change for DSR effective 1-1-2012
   In 9.1.9.A.2.b, replace "~~Minimum weight of all chain and belt-drive cars is 900 lbs., with driver. All other cars are 1000 lbs., with driver.~~" with "*The minimum weight of all cars shall be determined by multiplying the wheelbase by the maximum overall width of the car as measured within the wheelbase.*

Up to 6000 square inches: 900 lbs.
6001 to 7500 square inches: 1000 lbs.
Over 7500 square inches: 1100 lbs."

TOURING
T1
1. #3945 (Richard Zhao) Request for Alternate Brakes for E92 M3/M3 GTS
   In 9.1.10, T1, BMW E92 M3 (08-09)/BMW M3 GTS (2010), add to Notes: "*StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R).*"

CAR RECLASSIFICATIONS
None

WHAT DO YOU THINK?
None

MEMBER ADVISORIES
None

NOT APPROVED BY THE CRB
GRAND TOURING
GT1
1. #4115 (Mike Wilson) Wheel size in GT-1
   18 inch wheels are not allowed in GT1 except for factory built OEM race cars that compete with factory specifications. Mr. Wilson is advised to check with V8Stockcar to find out if can run as an SPO classed car.

IMPROVED TOURING
1. #3070 (Brett Mars) Classify 2.0L Ford Focus 4 door in IT
   Requestor never sent required information despite several attempts.

2. #3799 (Chris Schaafsma) Allow replacement wiring
   Thank you for your letter. No change is recommended at this time.

PRODUCTION
EP
1. #4014 (Sam Moore) reduce weight of 97-98 BMW Z3 by 150 lbs.
   This car is competitive as classified. We will continue to monitor this car and the class for future adjustments.

2. #4224 (Kevin Leigh) Weight Reduction for BMW Z3 2.8 liter 97-00
   This car is competitive as classified. We will continue to monitor this car and the class for future adjustments.

SPEC MIATA
1. #3920 (Jim Drago) front mount air cleaner 1.6 car
   Thank you for your suggestion. The rule is adequate as written.

SUPER TOURING
STU
1. #4163 (Cheyne Daggett) Classify 2011 Mustang V6 (3.7) in STU
   The performance potential of this car is too great for STU.

TOURING
1. #4051 (Cheyne Daggett) Request Parking Brake Removal
   This request is not within the category philosophy.

2. #4063 (John Bauer) Clarify section 9.1.10.D.9.d.2. by adding 'sound deadener'
   Thank you for your input. The "sound deadener" is not part of the carpet and padding.

T1
1. #3851 (Chris Ingle) Reduce weight of standard LS3 to 3350 - starting position means little
   This car competitive as classed. We will continue to monitor the class.

2. (Multiple) C5 Alternate Cam Request and other adjustments
   Aftermarket camshafts are not within the class philosophy. Adjustments have been made within the class. We will continue

to monitor the class.

T2

1. #3512 (Robb Bonanno) Change production years of cars to allow 2004 Elise models to race
   The 2004 model of this car is not DOT approved

T3

1. #3133 (Bob Schader) competition adjustments (350Z weight reduction, and spec line adj
   Thank you for your input. This car is competitive as classed.

   Oil, transmission and power steering coolers are open for all cars in the Touring category.

2. #3966 (Jim Leithauser) Formula for weights - Reduction for Z4 rather than suspension kit
   Thank you for your imput. This car is competitive as classified. We will continue to monitor the class.

3. #4177 (Cheyne Daggett) Add Sway Bar End Links - 2011 Mustang V6
   Factory kit was approved as submitted and includes Ford recommended end links.

PREVIOUSLY ADDRESSED

SPEC MIATA

1. #3822 (David Dewhurst) VIN number rule clarification
   See letter #4178 in the March Fastrack.

NO ACTION REQUIRED

FORMULA

FB

1. #3023 (Richard Pare) Inconsistency in FB diffuser width rule
   The first sentence of the rule wording “A diffuser” defines it as a singular structure and limits the number of diffusers to only one; further throughout the rule it is referred to in the singular. The second sentence states that “the diffuser” (singular) may be divided internally; this means the diffuser is a single entity regardless of the number of internal sections. The fourth sentence limits “The width of the diffuser” - again the singular limits the interpretation and the rest of the sentence limits the width to 95cm. This rule cannot be interpreted in the manner you suggest and needs no additional wording. Thank you your input and thoughtful suggestion.

FC

1. #4292 (Sean O’Connell) Replacement homologation certificate fee
   This is not a CRB issue.

FV

1. #4070 (John Snow) FYI, weight of aluminum FV engine case
   Thank you for your input.

IMPROVED TOURING

1. #3748 (David Ellis-Brown) Rules Clarification - Battery Hold Down
   There is no allowance for modifying the factory battery hold-down mechanisms. The current rule is correct as written.

SPEC MIATA

1. #3926 (Keith Slankard) Support for clarification of SM ballast rule clarification
   Thank you for your input.

TOURING

T1

1. #3898 (John Buttermore) Parity - Thank You
   Thank you for your input.

RESUMES

1. #3952 (Brandon Dixon) Submit Resume for F-SRAC
   Thank you for your resume. It will be considered with others when there is another vacancy on the Formula and Sport Racing advisory committee.

2. #4084 (Club Racing Board) Resume for Chris Huskamp

   Thank you for your resume. Mr. Huskamp has been added to the Formula and Sports Racing advisory committee.

2011 SCCA® National Championship Runoffs® at Road America

EVENT SCHEDULE

ROAD AMERICA #IDC-11-S
HELD UNDER 2011 GENERAL COMPETITION RULES

The Chief Steward may alter the schedule at any time before August 26, 2011 for any reason.

QUALIFYING/MEETINGS
30 min. sessions

	MON 9/19 QUALIFYING:	TUE 9/20 QUALIFYING:	WED 9/21 QUALIFYING:	THURS 9/22 QUALIFYING:
8:00	GTL/HP	FE/FM	EP/FP	T1/AS
8:40	FA/FB	SSB/SSC	FC/FF	FV/F500
9:20	SM	CSR/DSR	GT1/GT2	STO/GT3/STU
10:00	T1/AS	T2/T3	FE/FM	SRF/S2
10:40	FV/F500	GTL/HP	SSB/SSC	EP/FP
11:20	STO/GT3/STU	FA/FB	CSR/DSR	FC/FF
12:00	SRF/S2	SM	T2/T3	GT1/GT2
LUNCH/CRB MEETINGS	SS/AS/ TOURING	GT/ST	FORMULA/ SPORTS RACER	PROD/SM
1:30	EP/FP	T1/AS	GTL/HP	FE/FM
2:10	FC/FF	FV/F500	FA/FB	SSB/SSC
2:50	GT1/GT2	STO/GT3/STU	SM	CSR/DSR
3:30	FE/FM	SRF/S2	T1/AS	SM
4:10	SSB/SSC	EP/FP	FV/F500	GTL/HP
4:50	CSR/DSR	FC/FF	STO/GT3/STU	FA/FB
5:30	T2/T3	GT1/GT2	SRF/S2	T2/T3

HARDSHIP SESSIONS
Please see the Chief Steward

	FRI 9/23	SAT 9/24	SUN 9/25
7:45	SESSION 1	SESSION 1	SESSION 1
8:00	SESSION 2	SESSION 2	SESSION 2

NATIONAL CHAMPIONSHIP RACES
ALL RACES 13 LAPS OR 40 MIN., WHICHEVER ELAPSES FIRST.
RACE TIMES ARE GREEN FLAG TIMES.

	FRI 9/23	SAT 9/24	SUN 9/25
8:30	T1	T3	HP
9:30	FV	F500	AS
10:30	STO/GT3	SM	FB
11:30	SRF/S2	GTL	T2
LUNCH			
1:30	FP	SSB/SSC	EP
2:30	FC	CSR/DSR	FA
3:30	GT2	STU	GT1
4:30	FM	FF	FE

ACTIVITY CALENDAR

Mon 9/19
6:00 pm*
Welcome Party

Tues 9/20
6:00 pm
Worker Party**

Wed 9/21
6:00 pm
Beat the Boss 4 mile Run*
Worker Party**

Thurs 9/22
6:00 pm
WORKER OF THE YEAR PARTY**
DRIVERS WELCOME!

Fri 9/23
5:30 pm
Worker Party**

Sat 9/24
5:30 pm
PARTICIPANT PARTY*

Sun 9/25
5:30 pm
Worker Party**

*All times are approximate

**Worker Parties start at conclusion of days events

SUPPLEMENTAL REGULATIONS

PROVISIONAL

1. Entries
2. Driver Eligibility
3. Tow Fund
4. Registration & Credentials
5. On-track Sessions
6. Grid
7. Start/Finish
8. Timing & Scoring
9. Pre-race Tech Inspection
10. Impound & Post Race Inspection
11. Decals/Patches
12. Penalties/Protest/Appeals
13. Race Results
14. Rules of Operation/Pits/Paddock
15. General Info
16. Race/Driver Info.

Held under the 2011 General Competition Rules
#IDC-11-S
Online Registration at www.scca.com

The Chief Steward working in conjunction with the Club Racing Board may alter these Supplemental Regulations prior to August 26th, 2011

1. ENTRIES

1.1. All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and meet all criteria as listed under section 2.

1.2. Driver Eligibility: Drivers may enter as many classes as they wish and drive any car eligible for that class, provided they meet all driver eligibility requirements for each class entered. Separate entry forms and fees are required for each class entered.

1.3. One Vehicle, Multiple Classes: A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class entered per these supplemental regulations and the vehicle shall be capable of meeting all requirements and specifications for those classes. Separate entry forms and fees are required for each class entered.

1.4. Registration: Online registration will be available at www.scca.com and www.motorsportsreg.com. Paper entry forms and fees (under same cover) shall be faxed to 785-232-7214 or mailed to:

SCCA
Attention: Club Racing
P.O. Box 1833
Topeka, KS 66601-1833

All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6).

1.5. Entry Dates:
Worker Registration Opens: June 1st, 2011 9:00 AM CDT
Driver Registration Opens: July 19th, 2011 9:00 AM CDT
Paper or Online entries will not be accepted before the dates noted above. Entries received prior to these dates will be returned.

1.6. Entry Fee: Online entry fee is **$450** payable with all major credit cards and PayPal. Paper entry fee is **$460** (US Funds) payable to SCCA, Inc. The paper entry fee includes a $10 handling fee. After midnight (CDT), Friday, August 26th, 2011 (online, postmarked or dated by an express delivery service) the entry fee is $650 for online or $660 for paper entries. Note: An additional $25 fee will be charged for checks returned for insufficient funds.

1.7. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (CDT) Tuesday, September 6th, 2011. Driver/entrant may canceled by the following methods:
- Fax – (785) 232-7214
- U.S. mail (see section 1.4 for address)
- E-mail – runoffs@scca.com

Cancellations received between Sept. 7th & Sept. 25th will be refunded the entry fee less $175.
If your entry is not accepted for the Runoffs, you will automatically receive a full refund.

1.8. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A.

1.9. Car Numbers: 2010 Runoffs Participants will be given the opportunity to choose their 2010 car number in the same class in 2011. These competitors will have until 9:00am July 29th, CDT to register thereby securing their 2010 number. All 2010 numbers not registered to a 2011 participant will be released and available to anyone after that date. 2010 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment.
- In the case of groups with combined sessions, if there are two drivers requesting the same number, the number will go to the first one registering.
- The official paper event entry form provides space to indicate six (6) possible numbers of your choice.
- The official online event entry form allows you to choose your number from the remaining available numbers.
- Permitted numbers range from 00 through 99.
- **Changes to assigned numbers shall be made before 5 PM CST September 12, 2011.**
- Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring.
- Illegible numbers may not be timed or scored.
- In addition to having numbers on the end plate, all winged Formula cars are encouraged to have numbers elsewhere on the car.

2. DRIVER ELIGIBILITY

2.1. Entries will be accepted for this 2011 Interdivisional Championship Event from those drivers who meet the following for each class entered:

2.2. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least four (see GCR 3.9.2.A./B/.C/.D/E.) Defending National Champions: See section 3.9.2.B in the 2011 GCR for requirements.

2.3. If you are not sure you are eligible, send an entry anyway. If the entry is denied, your entry fee will be refunded in full. .

3. TRAVEL/TOW FUND

3.1. A Tow Fund will be collected and maintained by the SCCA during the 2011 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.

3.2. Fund Determination: A driver's payment will be determined by the following:
- Straight line mileage (calculated using Latitude and Longitude) from the driver's permanent residence to Road America.
- The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry.
  Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.

3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:
- Top three (3) drivers with the highest points total in each class from each Division if they attend the event (no tow money will be paid to drivers living closer than 299 miles and the maximum mileage to be paid will be 2,100 miles). **If any of the top three in points in a class in a division do NOT attend the event, the tow fund will NOT be paid farther down the points list.**
- Shall enter by August 26th and their entry be accepted to participate in the Runoffs®
- Shall complete registration, Tech inspection and be on-track at least once during the week.
  Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H).
- *In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.E.) affecting Tow Fund payout, both parties will receive payment.*
  Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in

error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.

3.4. Mailing of Funds: The National office will mail tow fund checks within 60 days of the completion of the event.
- The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check.
- A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company.
- Federal Tax ID & Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over $600 in tow fund.

3.5. Tow Fund Claim Deadline: All inquiries regarding tow fund shall be made by 5PM CDT December 12, 2011. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by 5 PM CDT December 12, 2011. No claims made after this date will be considered.

4. REGISTRATION AND CREDENTIALS

4.1. Registration Hours (All times are Central Time Zone)

Fri-Sun.....	Sept 16-18	7:00 AM - 6:00 PM
Mon-Thurs	Sept 19-22	6:30 AM - 5:00 PM
Fri	Sept 23	6:30 AM - 5:00 PM
Sat	Sept 24	6:30 AM - 4:00 PM
Sun	Sept 25	6:30 AM - 12:00 PM

4.2. Parking of trailers, RVs and race cars will be 7AM to 6:30 PM September 12-18th and 6:30 AM to 5:30 PM September 19-24th.
Entry into Road America for those arriving after registration is closed: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Road America after registration hours by showing a current SCCA membership card and signing the ROAD AMERICA waiver. Participants shall report to Registration the following day to sign in and receive event credentials.
- No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.

4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form.
- SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.
- Only the driver or entrant may add/change free or paid-for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.
- WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.
- Additional cold passes can be purchased from Road America for $40 each.

4.4. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties

4.5. Commemorative Photos IDs will be available at the track for $10.00 each.

5. ON-TRACK SESSIONS

5.1. **Schedule Modification: The Chief Steward may alter the schedule at any time before August 26, 2011 for any reason.** Additionally, SCCA reserves the right to modify the schedule based on the number of entries in each class.

5.2. Qualifying Sessions.
- Grid positions for the first qualifying session for each class will be by finishing position from the Nationwide Points. The draw will be done on Sunday, September 18th and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session(s). This process is **NON-PROTESTABLE**.
- Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is **NON-PROTESTABLE**.
- During the first qualifying session for each group, a ***white flag*** will be shown on the first lap at each staffed corner station as information for drivers regarding corner station location per GCR 6.1.1. E.
- All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of their class.

5.3. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 115 percent of the average of the fastest three qualifying times for their respective class.
- The Chief Steward may issue waivers to cars qualifying outside of the required 115 percent at his discretion. Waivers are unlikely.
- Requests shall be made within 30 minutes of the posting of the grid.
- Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.

5.4. Split Start: Groups with multiple classes will utilize a split start with a pace car pacing each group.

5.5. Once all qualifying sessions for a class are completed, drivers in that class may request a Hardship Lap. Hardship Sessions: Friday, Saturday and Sunday before the first race each day. Only drivers may request permission to participate in the hardship lap sessions. Same day racers will have priority. Hardship laps are intended to allow drivers to check on the state of their car after repairs or adjustments have been made. Each driver that wishes a hardship lap must personally request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.

5.6. "Doughnuts" or reckless driving are not allowed on the track, in the paddock or on ROAD AMERICA property at any time.

5.7. Sound Control will be in effect for this event. See GCR 5.7.2 and 5.7.3.

5.8. Traffic through the entrance tunnel (Kohler Tunnel) on Race Days between 9 AM and 3 PM may be limited to drivers, crew and official vehicles only.

6. GRID

6.1. All cars shall enter the race track through the grid area located on the south end of the GearBox concession stand.
- Cars shall be in position and the grid cleared of crew at the one (1) minute warning.
- Cars late to the grid shall enter the course from the grid through the pit lane.
- The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.

6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.

7. START/FINISH

7.1. THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.

7.2. Pace laps: There will be one (1) pace lap at the start of each race. This lap does NOT count as a race lap.

7.3. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).

7.4. Length of Race: Official track length is 4.0 miles; all races will be thirteen (13) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.10.3. The posted race times are green flag times.

7.5. One Lap to Go: A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap if possible.

7.6. Victory Lap: Each class winner may take a victory lap per GCR 6.11.7.

7.7. **Trophies and medals will be mailed.** Medals will be awarded to first through third place and trophies will be awarded to first through sixth place finishers. Presentation trophies only will be available and used for Victory Circle ceremonies.

8. TIMING AND SCORING

8.1. All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 PM on the last day of qualifying.

8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.

8.3. **To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.**

8.4. Membership numbers may not be shown on official results.

9. PRE-RACE TECH INSPECTION

9.1. Tech Inspection Location and Hours: Tech Inspection will be held at the Registration Building and at the Tech Area as noted below.. Tech Inspection is on a first-come, first-served basis during the following hours:

Registration Building Express Tech only (Driver and Gear Check In) - see section 9.3 of these supplemental instructions.
Sat–Sun .....Sept 17-18 .....7:00 AM – NOON

Tech
Sat-Sun.....Sept 17-18 .....8:00 AM – 6:00 PM
Mon–Sun .....Sept 19-25 .....7:45 AM – 6:00 PM
Note: Tech Areas will close by 8:00 PM CDT each day. Any inspections not completed by this time will be carried over to the next day.

9.2. Rules of Tech: The following shall be adhered to without exception:
- No engines will be run in the Tech areas at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area.
- **Smoking is prohibited in the Tech areas.**

9.3. Express Tech (Check In): If your car does not need an annual Tech and its logbook has no unresolved notations, you do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech:
- Vehicle logbook
- Helmet with a 2011 Club sticker
- All Driver's suits to be used during the competition with official SCCA Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered. Tech will be checking driver suits. First omission will result in a $50 fine. Second violation will result in a $100 fine. All fines related to missing patches will be donated to the SCCA Foundation.
- Tech sheet/vehicle declarations page (included in driver packet)

9.4. Vehicle Full Tech will be required if notations exist in the logbook or the car needs an annual Tech. Gear and helmet shall be presented at Tech Check-in. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished by August 26, 2011

9.5. Tech Stickers:
- The Runoffs® decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars.
- All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times.
- No vehicle will be allowed to participate in this event **without** the Runoffs® decals and the SCCA National Race Series Sponsor SafeRacer Decals properly placed at **all times** during the National Championship Runoffs® from Monday, Sept 19, 2011, through Sunday, September 25th, 2011.

9.6 Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications.
Operation of radios is prohibited on the following UHF frequencies:

• 461.1750	• 463.7875	• 467.7875
• 461.3000	• 464.3250	• 468.2250
• 461.4750	• 464.3750	• 468.7875
• 461.5875	• 464.5250	• 469.3250
• 461.7750	• 464.8875	• 469.3750
• 462.0000	• 466.1750	• 469.5250
• 462.7875	• 466.5875	• 469.8875
• 463.2250	• 467.0000	

9.7. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech.
- The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class.
- The Chief of Tech shall inform the Chief Steward directly or through the Assistant Chief Steward -Tech.
- The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed. Should the driver choose to return to the original car, the driver may request that the times for the original car be reinstated.

9.8. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.14. (A, B, C, E), Enterprises Sports Racer Tire Rule 9.1.9.G.13. (a,b,c) and FE Tire Rule 9.1.1.J.13 (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.

9.9. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound on qualifying days only. Scales are located in the Tech area west of pit out along the hillside. A separate official platform scale may be used to weigh drivers at Victory Circle by a tech official as they come off the track to determine weight compliance. This official scale will also be available to drivers at the scale building during posted scale hours on qualifying days. **Scale weights performed on the drivers in Victory Lane are official and non-protestable.**

9.10. Grid and Pit Lane Tech: Additional visual inspections of race cars may be conducted on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.

9.11. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.

9.12. Fuel: All cars shall use fuel that was purchased from the track at the Runoffs. SSB, SSC and SM are limited to 93 octane unleaded gasoline. All other classes, except those required to use diesel fuel, may choose to run any of the available gasolines. These include 93, 98 or 100 octane unleaded and 110, 112, or 116 octane leaded gasoline. The 93 octane unleaded fuel contains ethanol. The track fuel pumps will be open Monday, September 12th through Sunday, September 25th, 2011. 98 and 110 octane gasoline will be available 24 hours via credit card at the permanent pumps. 93 and 100 octane gasoline will be available via attendant 8:00am-10am, (9/12-9/18) and 8:00am-4:00pm (9/19-9/25). 112 and 116 octane gasoline and diesel fuel will be available only if pre-ordered through Smith Oil at 877-229-8105 or Roger Breeland (rbreeland@smithoil.com) or Marty O'Brien (mobrien@smithoilcorp.com).Orders for 112, 116 and diesel fuel should be made before August 26th, 2011 to ensure availability. Only 112, 116 and diesel fuels will be sold in drums.
- Competitors shall declare which fuel they are using.
- Mixing fuels of different octanes is prohibited.
- These fuels shall be purchased from Road America and will be tested in accordance with the official Runoffs® fuel testing procedures including physical properties, dielectric constant, and specific gravity. These procedures will be available in Tech.
- Before Monday's first session or if you have changed fuel brands or types, at a **MINIMUM**, we recommend draining your tank/cell, then adding a few gallons of your chosen fuel, run the car and drain the tank/cell again. Adding Runoffs compliant fuel to a fuel tank/cell containing significant quantities of other fuel already in the fuel tank/cell is likely to result in test failures.
- Fuel testing will be available to all competitors on a voluntary basis subject to the workload in tech. Priority will be given to competitors who have not yet had their fuel tested. The scheduled times for voluntary fuel testing will be posted at Tech.
- Fuel testing for compliance with these supplemental regulations may be implemented during qualifying and post-race inspection.

9.13. Data Acquisition/Dyno: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car or run the car on the event dyno. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is NON-PROTESTABLE.

9.14 Nitrogen is available from Airgas of Sheboygan, 920-452-7100. Supplies should be ordered before August 29th, 2011 to ensure delivery for test days. Nitrogen will be delivered to the pad north of the gas station for pick up. All cylinders must be returned to pick up area at the end of your event or Airgas may charge an additional fee.

10. IMPOUND AND POST RACE INSPECTION

10.1. At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area.
- Impound passes will be issued to the driver and three crew members of the impounded cars.
- Additional cars may be ordered to the Tech area at the discretion of the Chief Steward.
- Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking with the category supervisor.

10.2. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.

10.3. **Post Qualifying Compliance Verification:** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The "Official Report" will be prepared by Tech and processed with the Assistant Chief Steward -Tech. The Runoffs® Decals will be removed by Tech. The driver shall sign the back of the tech card to acknowledge awareness that these discrepancies exist. The car must be presented to Tech in a compliant configuration before a replacement Runoffs® Decal will be issued. A replacement Runoffs® Decal is required to proceed into the next session for that car.

10.4. Eligibility and Preparation Resolution: Matters of eligibility and preparation will be resolved as soon as possible after the final qualifying session on Thursday, September 22, 2011.
In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.

10.5. During post race impound, admission to the Tech areas are restricted to authorized drivers, officials and crew members with proper credentials.

10.6. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.

10.7. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.

10.8. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:
- Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category.
- A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward.
- Teardown will begin within 45 minutes following the conclusion of post race ceremonies.
- Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring, Super Touring and AS.
- The Chief Steward may modify these procedures at his sole discretion.

10.9. Disabled Race Car Parking: Disabled cars will be parked in the bone yard. Removal of any automobile shall be approved by the ACS- Tech.

10.10 Each driver is responsible for having a person available for transporting his/her vehicle to and from tech following on-track sessions.

11. DECALS AND PATCHES

11.1. All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.

11.2. All decals and patches required for Contingency programs will be available at Registration during posted Registration hours.

11.3. GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT.**

12. PENALTIES / PROTESTS / APPEALS

12.1. Penalties will be as stated in GCR section 7.2, except as follows:
- Protest fee for the Runoffs only will be $100.
- Drivers may be excluded from competing in the following year's Interdivisional Championship Event. Tow fund may not be paid to drivers/cars disqualified from the event.
- Penalties for Pass Under Yellow infractions will be applied to the final qualifying grid.

12.2. Protests: All protests shall be lodged at the Stewards Center, which is located in the Compound behind Race Control. Driver advisors will be available to provide assistance between the hours of 8:00 AM and 6:30 PM Monday-Sunday. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows:
- Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.
- Protests against the validity of an entry or the eligibility of a driver, entrant or automobile compliance, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested unless it can be conclusively demonstrated that the car was raced in a different configuration than qualified.

12.3. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**

12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. 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 their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:
- Appeal fees for the Runoffs only shall be $200.
- Appeals shall be submitted to the Stewards Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.
- ***A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.***

12.5 In the event of an "Errors and Omissions" situation, the Chief Steward may file an appeal directly to the Court of Appeals to obtain a Rule Interpretation.

13. **RACE RESULTS**

13.1. Results will normally be posted within 30 minutes after the conclusion of each race at the gas pumps mid paddock. Results will also be available in the 2011 Runoffs section of the SCCA Website.

14. RULES OF OPERATION/PITS/PADDOCK

Note: All fees listed below are set by Road America.

14.1. **TRACK ORDINANCE: Racing engines shall not be run after the final checker of the day or 7:00 PM, whichever is later or before 7:30AM. Generators may not be run before 6:30 AM or after 10 PM.**

14.2. Vehicle Registration and Rules of Operation: All non-licensed utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a pit vehicle pass (sticker) that shall be purchased at Registration for $25 (Pit Vehicle Agreement Form must be signed). This sticker is valid for the entire 2011 Season at Road America (except for NASCAR, AMA and ALMS Events). The sticker must be affixed to the registered vehicle.
Note: Event Specific Pit Vehicle passes for handicapped persons with state issued hang tags will not be charged. Pit Vehicle Agreement Form will need to be completed prior to issuance of Runoffs Specific Pit Vehicle pass.
Vehicle passes will not be required for bicycles. **Walking or driving any vehicles on the track is not permitted except as included in scheduled activities.**

14.4. Speed limit is 10 miles per hour.

14.5. Only licensed drivers may operate pit vehicles.

14.6. In the pit lane, pit vehicles shall be used only for essential transportation and hauling.

14.7. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).

14.8. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to be driven on public roadways or use the roads within the facility.

REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.

14.9. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane, Grid and Road America property:
- Skateboards
- Roller skates/blades
- Scooters – electric or non-electric
- Children's tricycles

14.10. Shoes that cover the entire foot are required of those entering the Pit Lane area.

14.11. Pets are welcome at Road America. Owners are required to keep their pets on a leash and clean up after them. ROAD AMERICA reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**

14.11. Posting of private classified For Sale signs is allowed in designated areas only. Road America reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.

14.13. Vending is not allowed on Road America property without obtaining the proper permit from Road America.

14.14. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. There will be no unprotected jack stands, no fuel spills, and no brake cleaner or fluid without cleanup. Failure to do so may result in fines for repair of surfaces. Do not deface any items on Road America property.
Check voltage in electrical receptacles before using and do not tamper with electrical facilities on RA property. Failure to follow these rules may result in fines

14.15 **OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS**. Special oil and fluid reclamation stations will be accessible throughout the paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying Road America personnel immediately.

14.16. Parking: If you wish to leave your equipment at Road America between events, you must notify Road America office of your intentions so that arrangements can be made. Unless prior arrangements have been made with Road America, teams arriving prior to Sunday, September 11th, 2011, may not have access to the facility.
NOTE: Drivers/volunteers are permitted to stay over Sunday night, September 25th, 2011, but need to vacate by 10:00 AM Monday, September 26th, 2011. All Paved Paddock areas need to be cleared Sunday evening, September 25th, 2011. Rigs can be parked in the staging area overnight and picked up on Monday.

14.17. Reserved Parking: Optional reserved paddock parking may be obtained through Road America after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Road America website, which will have available spaces for reservation.
- Most spaces will be $100. Spaces range from 30 x 40 to 15 x 70. Each competitor may only reserve one (1) spot per entry.
- If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, September 18th, 2011.

14.18. **All** vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in **designated overflow parking areas**.
- Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by ROAD AMERICA contingent on all vehicles fitting into the paddock space.
- All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed.
- If you have an oversized rig that will not fit in the sizes of the spaces noted in 14.17, contact Lori at ROAD AMERICA before you reserve your spot for assistance.

14.19. Motorhomes/Enclosed Trailers
- Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space.
- There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area.
- Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.

15. GENERAL INFORMATION

Note: All fees listed below are set by Road America.

15.1. SMOKING IS PROHIBITED INDOORS, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE TOWER MAIN ENTRANCE.

15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions.
- Overnight tent/non-self contained vehicle camping will be available in designated areas only.
- Cooking and campfires must be built in a device designed for elevating a fire off of the ground – such as a grill or portable fire pit. No open fires are allowed.
- Illegal drugs, fireworks, firearms or any type of explosive are not permitted on Road America property.
- Please leave the grounds as you found them.

15.3. Motorhome spaces with electricity are available for $150 on the front straight south of the grandstands and can be reserved through www.RoadAmerica.com. (There is no charge for motorhome spaces in paddock areas without electricity). Other electrical areas are available (Turn 1) - spectator pricing and rules apply.
- Motorhomes have access to the dumping stations located west of the Medical Building and in the camping area next to the Motorplex. Services such as dump and fill will be available for an additional fee.
- Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal.
- Please make your own provision for electricity, such as a generator (which can only be operated between 6:30 AM and 10 PM daily).

16. RACE/DRIVER INFORMATION

16.1. A Driver Information area is located next to the gas pumps in the middle of the paddock and will have the following information posted:
- Qualifying times
- Race results
- Sound control reports
- Protest and appeal results

16.3. All requests for public address announcements can be made at Driver Information. Please go to Driver Information with all of your questions before going to Road America or on-site SCCA offices.

16.4. Package Delivery: Deliver all packages to:

Road America
c/o (Driver or Team name)
N7390 Hwy 67
Plymouth, WI 53073

- Packages should not be sent before September 11th, 2011.
- Packages **MUST** include name of recipient or team name or delivery will be refused.
- Packages may be picked up between 9:00 AM - 4:00 PM at the designated shipping and receiving area.
- All freight deliveries will be delivered to the building labeled Tech 1.
- There is a $5 fee for packages delivered to the track and $50 fee for use of track equipment.
- No COD packages will be accepted.
- Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling.
- NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.

Race Officials

As of 3/18/2011

Race Administration
Marina Kraft

Chief Steward
Jim Rogaski
Assistance Chief Steward
Jim Averett

Registration
Chief Registrar
Wanda Cecil

Asst. Chief - Operating
Chuck Dobbs
Mike Engelke
Jack Kish
James Foyle

Tech Stewards
Dennis Dean, ACS Tech
Bob Corbett

Pace Car Drivers
RJ Gordy

Stewards of the Course
Cathy Barnard, ACS, SOC

Safety Stewards
Paula Spencer, ACS Safety

Stewards of the Meet
David Nokes- Chairman
Tom Brown, SWDiv
John Peterson, GLDiv
Earl Hurlbut, NEDiv
Gloria Dickerson, RMDiv
Ken Patterson, MWDiv
Barb Knox, SPDiv
Gary Meeker, NPDiv
Bob Horansky, SEDiv

Court of Appeals
Mike West - Chairman
Jack Hanifan
Jack Marr
Stephen Harris, Alt. 1
Rick Mitchell, Alt.2
Sue Roethel - Secretary

Competitor Service Center/Driver Advisors
Costa Dunias, ACS CSC

Assistants:
Barbara McClellan, Driver Advisor
JoAnne Jensen, Driver Advisor
Fred Cummings, Driver Advisor
Laurie Sheppard, Driver Advisor

Scrutineers
Chief Scrutineer
Bill Etherington

Timing and Scoring
Chief Timing and Scoring
Carla Heath

Starters
Chief Starter
Larry Kurkowski

Flagging & Communication
Co-Chiefs Flagging
Ann Hefty
Brian Sill

Pit and Grid
Chief Grid
Gayle Lorenz
Chief Pit
Janet Bruce

Emergency Services
Chief Emergency Services
Phil Bresnahan

Chief Medical Officer
Dr. Jeff Gaver

Medical Safety/
Chief Race Physician
Jim Butler, M.D.

Radio Tech
Nancy Foster

Sound Control
Chief Sound Control
Wayne Briggs

Club Racing Board
Bob Dowie - Chairman
Chris Albin
Dave Gomberg
Jim Wheeler
Tom Start
Fred Clark
Jim Drago
Dick Patullo - BoD Liaison
Marcus Meredith - BoD Liaison

SCCA Board of Directors
Dick Patullo - Area 1
Jerry Wannarka - Area 2
Robin Langlotz - Area 3
Marcus Merideth -Area 4
Bob Lybarger - Area 5
Lisa Noble - Area 6
R. David Jones - Area 7
Bill Kephart - Area 8
RJ Gordy - Area 9
John Walsh - Area 10
Michael Lewis - Area 11
Phil Creighton- Area 12
Todd Butler- Area 13

Road America Staff
President and CEO
George Bruggenthies
Track Manager
Greg Wieser
Hospitality and Track Rentals
Gail Bartelt
Marketing & Promotions Manager
Mary Lou Haen
Communications & PR Manager
Julie Sebranek
Administration & Retail Manager
Kathy Kiesau
Safety and Rescue
Carson Wilkinson

SCCA National Staff
President & CEO
Jeff Dahnert
Vice President, Club Racing
Terry Ozment
Club Racing Manager
Deanna Flanagan
Club Racing Manager

Race Officials

Janet Farwell
Club Racing Technical Services Dept Manager
Doug Gill
Club Racing Technical Manager
John Bauer
Vice President Marketing Communications
Eric Prill
Marketing Services Manager
Melissa Flesher
Marketing/Communications Specialist
Jenny McAbee
Public Relations Manager
Reece White
Vice President Member & Region Services
Colan Arnold
Vice President Finance
Rick Ehret
Creative Director
John Steflik
Region Development Manager
Rick Myers

CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2011
NUMBER: TB 11-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 4/1/11 unless otherwise noted.

GCR

1. #4140 (Kevin Heath) Rule Book Clarification
   In 9.3.19.A, second bullet and 9.3.19.B, second bullet, add after "HANS® device", ", *defNder™*".

2. #4154 (Rob May) Correct omission
   In 9.3.11, correct as follows: "ABS or Anti-lock braking systems are not allowed except in Showroom Stock*,* ~~and~~ Touring~~,~~ *and Super Touring*".

3. #4362 (Roberta Ross) Correction needed in Appendix D

   In Appendix D, delete 5.9.3.D and add 3.8.6: "*The CS will accept a driver's request for refusal of awards.*"

Formula
FV

1. #4351 (CRB) Clarify manifold repair allowance
   In 9.1.1.C.5.D.20.c, add the following:
   "*Manifolds that have not been repaired shall retain the 1.070 inch averages from where the tube exits the 2-hole flange through the entire manifold bend. The area of the 0.250 inch dimension in Figure 1 above is considered to be the average length of the tube where most repairs have been made. This area may vary slightly among manifolds; discretion should be used by scrutineers to determine if the repair is excessive. Inspection of the inside of the manifold in this area will aid in this determination. Enlarging the inside of the manifold and attempting to hide it with repair material is not permitted. The measurement averaging (in b.2 above) shall start just above the repaired area and continue through the manifold bend.*"

Grand Touring
GT3

1. #4023 (Timothy Lee, Sr.) Reinstate AMC spirit in GT-3
   In 9.1.2, GT3, reinstate the AMC Gremlin and Spirit models and engines as shown in the 2010 GTCS, but add to engine Notes, for 2.5L: "*Beginning 1/1/2013, 33mm SIR at 2270 lbs.*" and for 3.8L: "*Beginning 1/1/2013, 33mm SIR at 2400 lbs.*"

Improved Touring
None

Super Touring
STO

1. #2502 (Guy Laidig) Add alternate turbo for Mazda RX-7 in STO
   In 9.1.4.1.H, Mazda RX-7, replace Notes as follows: "*OEM Twin Turbo Charger with no restrictor or any turbo charger with 44mm Turbo Inlet Restrictor permitted.*"

2. #3151 (Stuart Waterman) Opposed to suggested ST rule change August Fastrack
   In 9.1.4.1.H, classification table, add: "*Ford Mustang Challenge/4600/3300//Must be prepared to World Challenge GTS rules dated 01/25/2011."*

3. #3656 (Keith Feldott) Add car to approved list of STO vehicles
   In 9.1.4.1.H, BMW E46 M3 & E36, add to Notes: "*4.0L V8 permitted at 2900 lbs*."

4. #4314 (Ryan Miles) Classify the Panoz Esperante GTS in STO
   In 9.1.4.1.H, add "*Panoz Esperante GTS/5940/3000*".

STU

1. #4069 (O'Toole Charles) Organize the alternate listings
   In 9.1.4.2.G, delete the Alternate Engine Specifications table in its entirety. [Redundant with Nissan 350Z classification.]
   In 9.1.4.2.G, delete all entries for cars listed with "Chart" in the Minimum Weight entry and a blank Notes entry (Chevy Cobalt Turbo, Chevy HHR Turbo, Dodge SRT-4, Mazda RX-7 Turbo, Mazdaspeed 3, Mini Cooper S, Mitsubishi Evo/DSM, Pontiac

Solstice, Porsche 944, Saturn Sky, Subaru Legacy, Subaru Impreza WRX, Subaru WRX). [These entries are redundant with normal STU weight assignments from the chart.]

2. #4199 (Christopher Childs) Classify the Dodge SRT-4 to WC VTS
   In 9.1.4.2, Dodge SRT4, add to Notes: "*Mitsubishi TD05HR-15GK2 turbo charger permitted.*" [Continues to follow STU rules, not WC VTS.]

3. #4337 (CRB) Create table of Approved World Challenge Cars
   In 9.1.4.B, second bullet item, add a new sub-bullet item as follows: "*See 9.1.4.2.G, table of Approved World Challenge Cars.*"

   In 9.1.4.2.G, at end, add table of "*Approved World Challenge Cars*" with entries for "*Make and Model, Min.Weight (in lbs.), Required Flat Plate Restrictor (mm), Notes*".

   At top of table: "All cars in this listing must be run in accordance with a VTS sheet of 2009 or earlier and in accordance with World Challenge 2009 Appendix A. Appendix A is available on the scca.com web site on the Club Racing Technical Forms and Downloads page (accessible from the Club Racing *Cars and Rules* page)."

4. #4215 (John Whitaker) Classify Acura Type R
   In 9.1.4.2.G, Approved World Challenge Cars, add: "*Acura Integra Type R/2675///*"

5. #4216 (John Whitaker) Classify Acura RSX Type S
   In 9.1.4.2.G, Approved World Challenge Cars, add: "*Acura RSX-Type S/2890///*"

6. #4316 (Rob May) Classify Mazda 6
   In 9.1.4.2.G, classification table, delete Mazda MX-6 (World Challenge) entry.
   In 9.1.4.2.G, Approved World Challenge Cars, add: "*Mazda 6/3045/50.4//*"

7. #4323 (Nathan Bonneau) Classify 04-08 Acura TSX
   In 9.1.4.2.G, Approved World Challenge Cars, add: "*Acura TSX (04-08)/3045/50//*"

8. #4324 (Nathan Bonneau) Classify 2009-2011 Acura TSX
   In 9.1.4.2.G, Approved World Challenge Cars, add: "*Acura TSX (2009-11)/2940/48/2009 VTS only; no 2010-11 specs permitted.*"

Production

1. #4008 (Jesse Prather) New car classifications
   In 9.1.5.B, add a new subsection 4 as follows:
   "*Requests for classification may be initiated by members, the Club Racing Board or its Production Advisory Committee. Members who wish to suggest a car for classification should fill out a Vehicle Technical Specification sheet (available at http://crbscca.com) and submit it to the Club Racing Board.*"

EP

1. #4010 (Bill Sturgeon) Classify the 2.5 ltr. motor for the BMW Z3
   In 9.1.5, EP, classify BMW Z3 in EP with the following specifications:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
BMW Z3 2.5L	*2*	*2450 * 2511 ** 2573*	*6 Cyl. DOHC*	*84 x 75*	*2494*	*Alum or Iron*	*Alum*	*(I) 33.0 (E) 30.5*	*Fuel injection*	*96.3*	*59.8 / 60.5*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
BMW Z3 2.5L	*18 x 8*	*5*	*(F) 286 vented (R) 272 solid*		*Comp. Ratio limited to 12.0:1, Valve lift limited to .500". OEM hardtop permitted.*

2. #4050 (Charlie Clark) Weight and venturi adjustment (RX-7)
   In 9.1.5, EP, change the choke sizes for the following cars:
   Mazda RX-2 from ~~40mm~~ to *42mm*
   Mazda RX-3 & 3SP from ~~40mm~~ to *42mm*
   Mazda RX-4 from ~~40mm~~ to *42mm*
   Mazda RX-7 79-85 12a from ~~40mm~~ to *42mm*
   Mazda RX-7 79-85 13b from ~~38mm~~ to *42mm*

   Change Mazda RX-7 (12A / 13B) (79-85) weight from ~~12A: 2100/* 2153/** 2205 13B: 2190/* 2245/** 2300~~ to *12A: 2050/**

*2103/** 2155 13B:2140/* 2195/** 2259*
Change Mazda RX-7 (13B) (86-91) weight from ~~2300/* 2358** 2415~~ to 2250/* 2306/** 2363.

FP

1. #4138 (Pete Anastopoulos) Classify 1972 Opel 1900 in FP
   In 9.1.5, FP, classify Opel 1900 with identical specifications to the Opel Manta (separate specification line).

American Sedan

None.

Showroom Stock

SSB

1. #3829 (Tim Myers) Allow suitable replacement for stock panhard bar, SSB Mustang

   In 9.1.7, SSB, Ford Mustang V6 (05-10), add alternate part to Notes: "*Panhard bar, part # BAR-M-4264-A permitted; must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch.*"

2. #4093 (Peter Keane) MX-5 Correction
   In 9.1.7, SSB, Mazda MX-5 (06-08), correct MSR weight from ~~2650~~ to *2600*.

Spec Miata

1. #4380 (CRB) Clarify adjustable fuel pressure regulator allowance
   Clarify 9.1.8.C.1.l.1 as follows: "The fuel pump must be a Mazda OEM part and unaltered. *Any adjustable mechanical fuel regulator may be used. It may not be mounted in the cockpit. It may not be adjusted electronically or from the cockpit. Cars equipped with a factory installed manifold vacuum reference for the fuel regulator may use it, but it must not be altered in any way.* The unleaded fuel filler trap door and restrictor plate in the filler neck may be removed. Refer to GCR Section 9.3.26 for permitted fuel specifications and for the required fuel sample acquisition port."

Sports Racing

None.

Touring

T3

1. #3903 (CJ Moses) Adjust approved weight and restrictor size
   In 9.1.10, T3, Mitsubishi Lancer Ralliart (2009- 2011), correct weight from ~~3100~~ to *3475* and restrictor from ~~35mm~~ to *37mm*.
   [Thank you for bringing this to our attention.]

2. #3948 (Cheyne Daggett) Brakes Question
   In 9.1.10, T3, Ford Mustang V6 (2011-12), correct rotor size from ~~(F) (355) x (32.1) Vented~~ to *(F) 316mm x 30mm Vented*.

3. #4042 (Mike Kramer) Correct spec line for Saturn ION Red Line include GM Stage Two Kit
   In 9.1.10, T3, Saturn Ion Redline (04-07), add to Notes: "*Stage Two Supercharger kit, part #17803229 (includesBelt -#12597993 and Injector kit -#12597995) permitted.*" [The ION and the Chevrolet Cobalt, which has this allowance, are mechanically identical. Thank you for bringing this to our attention.]

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Feb. 13 and 23, 2011

The Solo Events Board met at the SCCA Convention February 13th and by conference call February 23rd. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD members R. David Jones and John Walsh; Doug Gill, Howard Duncan, Nancy Downing, Ryan Miles, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

GENERAL

- The following item is being added to the National Solo event Supplemental Regulations (ref. 2668, 2674, 2682, 2716, 3179, 3200):
  - At the request of the Event Chairman or Chief Steward, a vehicle may be re-inspected at any time for any mechanical concern by the Chief of Tech or his/her designate per Sections 3.3.4 and 5.6.B (safety, delay of event, etc). The Event Chairman or Chief Steward may be notified of the mechanical concern by the Operating Steward or other officials.
- The following update to the sound policy has been approved by the SEB and will be in effect at all National Solo events:

  "**Sound Measurements at SCCA National Solo Events**

  The goal is to protect the hearing of course workers, and to further efforts at site retention and acquisition.

  The maximum limit will be 100 dBA. *Participants are reminded that this is a limit, not a design goal. Sound measurement is affected by external factors such as temperature, humidity, topography, and other environmental conditions. A margin of error to account for such eventualities is encouraged when designing exhaust systems.*

  The measurement will be taken at a point where the vehicle can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings, etc.) as is practical.

  If a vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement over 97 dBA.

  If a vehicle exceeds 100dBA, 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 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 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 vehicle exceeds 100 dBA again on the "second chance" run, the driver will be allowed another attempt as before to reduce the sound level. The Chief Steward or representative may approve a final "third chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third chance" run, the run will be scored a DNF.

  Any "repair actions" to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward or representative. If the "repair" has deteriorated after passing the sound level requirements at the measuring point, it must be addressed again. The Chief Steward or representative has the right to disallow a repeat of the "repair action" that deteriorated. The "repair action" may be changed or modified to improve the quality of the "repair" and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound limits must make further "repair actions" to reduce the sound level to compliant readings before starting runs the next day.

  Redirecting the exhaust away from the sound meter between days is not a valid repair action and may be referred to the Chief Steward for action under 1.3.2.L.

  These general sound limit regulations WILL NOT override specific local area and/or SCCA Regional sound limit requirements, regulations, and/or penalties."
- The following correspondence items have been reviewed by SEB, and the board thanks these members for their input:

  SSF Comments (2297)
  Sound Restrictions Proposal (2725)

Classing and Rule Making Philosophy (3413)

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The SEB approved the recommendations of Mari and Eric Clements regarding class run days; these will be available via the SCCA website.
- Recommendations were also approved by the SEB for various Nationals Chief positions, including Chief Stewards.
- The SEB approved Kevin Youngers and Andy Hollis as the course designers.

STOCK

- The SEB does not anticipate changes to class A Stock until at least 1/1/2013, and will be watching participation patterns in the class.
- Per the SAC, the following class change proposal is published for member review and comment :
  - Move from DS to GS, Honda Prelude (1997-2001) (ref. 3989)
- The following correspondence items pertaining to Stock items have been reviewed by the SAC and SEB, and the committee and board thank these members for their input:

  20" Wheel Comments (3621, 3629, 3804)
  Boss 302 in BS Proposal (3823)

STREET TOURING

- The following correspondence items pertaining to Street Touring items have been reviewed by the STAC and SEB, and the committee and board thank this member for their input:

  ST Treadwear Rating Comments (3341)

STREET PREPARED

- Based on feedback received from the membership the SPAC feels that it is time for an additional Street Prepared class to be added to the category. This class will fit "between" the current CSP and BSP classes by creating a new class designated G Street Prepared and re-lettering other classes. Cars currently classed in FSP will be moved to GSP, cars classed in DSP moved to FSP, and most cars classed in CSP moved to DSP. This will leave a "new" CSP to be filled with popular 2 and 4 seat sports cars and sports sedans such as the BMW E36 M3, Nissan 350Z, Honda S2000, Chevy Corvette (C4), Audi TT and other cars of similar drive train configurations and/or performance potential. The proposed changes are as follows:
  - Create a new class named G Street Prepared
  - Move from FSP to GSP all cars currently classed in FSP
  - Move from DSP to FSP all cars currently classed in DSP
  - Move from CSP to DSP all cars currently classed in CSP with the exception of the cars listed below:

    Audi
      TT (1.8T, FWD & Quattro)
      TT (3.2L, Quattro)
      Quattro Turbo Coupe
    Pontiac & Saturn
      Fiero (V6)
  - Move from BSP to CSP:

    BMW
      M Coupe, M Roadster, & Z3 (6-cyl)
      M3 (All E36 chassis)
      M3 (E46 chassis)
      Z4 30i
    Chevrolet
      Corvette (1953-54)
      Corvette (1955-57)
      Corvette (1958-62)
      Corvette (1963-67)
      Corvette (1968-82)
      Corvette (1984-96) (all)
    Chrysler
      Crossfire & Crossfire SRT6
    Honda

S2000 (All)
Mazda
RX-7 Turbo (1986-92)
RX-8
Mercedes-Benz
CLK 320 & CLK 32 AMG
SLK 350
Nissan & Datsun
240Z, 260Z, 280Z
280ZX & 280ZX Turbo
300ZX Turbo (1984-89)
300ZX Turbo (1990-96)
350Z
Pontiac & Saturn
Firebird Firehawk SLP (1990-92) (3rd gen, 383cid)
Firebird Firehawk SLP (1993-2002) (4th gen, 383cid)
Porsche
911 (3.2L max, non-turbo) (1965-89)
911 Carrera 2
911 Club Sport
911 (non-turbo, NOC)
914/6 (all)
924 (all incl. Turbo)
944 (all incl. Turbo)
928
968
Boxster & Cayman (all)
Saleen
Mustang S281E & Mustang (NOC)
Toyota
MR2 (all incl. Turbo) (1991-95)

- Move from ASP to BSP*:*

Mazda
RX-7 (1993-95) (Turbo)
Nissan
GT-R (R35)

- The SPAC and SEB are withdrawing the previously-published proposal (June '10 Fastrack) to move the Nissan non-turbo 300ZX to BSP with the turbo versions (ref. 2271)
- The SPAC and SEB are withdrawing the previously-published proposal (February '11 Fastrack, ref. 3462) to move the Nissan 350Z ('03-'08) from BSP to ESP (ref. 3862, 3887, 3888, 3891, 3893, 3937, 3941, 3949, 3950, 3967, 3979, 3982, 3988, 3991, 4027, 4047, 4122, 4136, 4141, 4208)

FORMULA JUNIOR / F125

- The following rule change proposal has been recommended by the KAC and is published here for member comment:
  - Change 19.2.C to read as follows:

"19.2.C. WHEELS AND TIRES

For Junior A and B classes: Maximum size for front tires is 4.60/10.0-5. Maximum size for rear tires is 6.00/11.0-5. Tire brand and compound is restricted to the MG Brand - HZ model or MG "Red".

For Junior C class: Maximum size for front tires is 4.60/10.0-5. Maximum size for rear tires is 5.00/11.0-5. Tire brand and compound is restricted to the MG Brand - HZ model or MG "Red". Also, "Cadet" designated tires from any manufacturer are allowed.

Kart-specific "rain tread" tires of any durometer reading may be used at a rain event. This does not allow the use of slick type tires with compounds or designations softer than class specifications, even if grooved to show a defined three dimensional tread pattern. Declaration of a rain event is at the discretion of the Youth Steward." (3846)

NOT RECOMMENDED

- Appendix C, Roll Bar/Cage Wording Comments (3185) The SEB does not believe this change is necessary.
- Classing, Ladies Class Proposal (3532)

- General, Tire Pre Heating (4105) The SEB does not believe it would be feasible to police this.
- Stock, E36 M3 to F Stock Proposal (3805): The SAC feels the E36 BMW M3 meets the current competitive landscape and classing philosophy of CS.
- Street Prepared, Fuel Tank Allowance Proposal (3525) The SPAC does not feel that the fuel tank allowance being requested fits the category philosophy.
- Street Prepared, Club Racing Compliance Proposal (3526) The SPAC believes the current rule covers the subject of this request sufficiently.
- Street Prepared, GSP Proposal (3753) The SPAC does not believe a class based upon this particular list of cars would provide maximum benefit to the category.
- Prepared, Lotus Elise Series 1 Classing (3239): The PAC recommends against classing the Lotus S1 Elise in Prepared. This generation of the Elise was never Federally-certified for sale in the United States as a passenger vehicle. A very limited quantity of S1's were sold in the U.S. for off-road/track use only. As a result, the S1 Elise does not meet the requirements of Section 17.A.2 of the Solo Rules.
- Kart, Junior Clone Motor Comments (3943) The KAC is not recommending changes to the new Clone motor ruling at this time.
- Kart, Box Stock Allowance Proposal (4013) The KAC is not recommending changes to the new Clone motor ruling at this time.
- Kart, FJC at National Tour Proposal (4147)

TECH BULLETINS

1. Street Prepared: The following new listings, effective immediately upon publication, hav been recommended by the SPAC and approved by the SEB:

Infiniti G37	ESP (3564)
Nissan Sentra (B-15) ('02-'06)	DSP (3821)
Nissan Sentra (B-16) ('07-'11)	DSP (3821)
Nissan 370Z ('09-'11)	BSP (4079, 4080)

2. Street Prepared: The SPAC has recommended and the SEB has approved the following update to the "Mustang (S197 Chassis) listing in ESP:

   Mustang (S197 Chassis) 2005-2012 (NOC including Boss 302 and Leguna Seca) (3489, 3939)

3. Street Prepared: The re-issued Ford Kent blocks for the Lotus Twincam engines are only considered rules-compliant for use in the SP category if they meet <u>all</u> requirements of Section 15.11. The burden of proof lies entirely with the competitor to show that these requirements have been met. (3770)

4. Modified, Errors and Omissions: Per the MAC, in Appendix A, Modified Class C, the 2011 change to item B under "Exceptions to the GCR…" should have read as follows:

   "B. For S2000 minimum weight with driver is as follows:

   - 1280 lbs. for cast iron head and no cam change
   - 1305 lbs. for aluminum head OR cam change

   FF and S2000 are open only to "series-produced" cars. Only cars produced by the following manufacturers are eligible for FF in this class: ADF, Alexis, Caldwell, Citation, Crossle, Dulon, Eagle, Elden, Forsgrini, Gemini, Hawke, Konig-Heath, LeGrand, Lola, Lotus, March, Merlyn, Mondiale, PRS, Reynard, Royale, Swift, Tiga, Titan, Van Diemen, Winkleman, and Zink. Only cars produced by the following manufacturers are eligible for S2000 in this class: Bobsy, Chevron, Daedalus, KBHMariah, Lola, March-Apache, Reynard, Royale, Shannon, Shrike, Swift, and Tiga. The SEB may add to this list at any time, effective upon notification of the membership." (4074)

RALLYCROSS BOARD

RXB MINUTES | February 12, 2011

The RallyCross Board (RXB) met at the SCCA Convention on February 12. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Karl Sealander, Warren Elliott and Stephen Hyatt.

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

Chairman Cashion called the meeting to order at 4:08pm PST.

The following items were discussed:

- Standing Court of Appeals: Per RallyCross Rules (RXR) Article 7.4.1, the RXB must establish a new standing Court of Appeals (COA) for 2011. Ken Cashion agreed to be a RXB member of the COA, along with Tom Nelson agreeing to be the alternate. In addition, the RXB proposed seven possible competitor members of the COA, who Ken Cashion will contact. Once those contacts are made, the final standing COA will be approved by the RXB at the next meeting.

- Resources for Divisional Stewards: The RXB discussed possible resources available to the Divisional RallyCross Stewards in promoting new programs. Resources could include a new program packet, with site acquisition information and contact information, available at the SCCA website. As an action item, Stephen Hyatt will contact the Divisional RallyCross Stewards to ask what resources they would like from the RXB in promoting and developing new RallyCross programs within their Divisions.

- New member for the Safety Committee: Tom Nelson requested a new member of the Safety Committee and asked that the Divisional RallyCross Stewards provide names of possible candidates. He is seeking more expertise diversity on the Committee.

- Electric cars/biodiesel: Electric cars and biodiesel fuels are not currently allowed in the 2011 RXR. After a lengthy discussion, the RXB agreed to have the Rules Committee address biodiesel regulations for 2012. For 2011, it was agreed to rely on the event Safety Steward for approval on a case-by-case basis, as is currently allowed in the RXR. As for electric vehicles, the RXB agreed to wait and watch for any arising needs for RXR allowance.

- Protest period changes: The RXB discussed the time that competitors are allowed to protest a vehicle at a RallyCross event. RXR Article 7.3.D.3.E states: “A protest against the legality or classing of a competition vehicle shall be lodged no later than the start of the first competitor.” It was suggested that some classing violations are not apparent until the car is observed on course and that the protest time should be allowed through the end of competition. Warren Elliott pointed out that the rule currently allows that “the Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.” After a lengthy discussion of the rule and the many possibilities, the RXB passed the issue to the Rules Committee for closer scrutiny and to decide what changes, if any, should be made to the RXR to allow for a longer protest period of vehicles.

- National Supplementary Regulations changes: 1) Wheel Spray: Action item for Chris Regan, of the New England Region, is to propose language for the issue of wheel spray displacing a cone. 2) Parade laps wording changes may include “*may* be given a parade lap” and “per *car*” instead of “per *driver*.” 3) Debead situations at National events will be red flagged, counted as a DNF, and no rerun given. Reruns will be granted for red flags thrown in error. If a car finishes a run on a debeaded tire without being red flagged by a course worker, no subsequent penalty will be given.

- Marketing/promotional award: A new proposed award would be given to an individual or program for the submission of an innovative and effective RallyCross marketing tool that could be used on a nationwide basis. Stephen Hyatt will draft a description of the award and requirements.

- Mandatory regulations adjustments in RXR: It’s come to the attention of the RXB that some parts of the RXR that are currently considered mandatory may not always be applicable or necessary at the Regional level. Some variation from Regional to National practices is expected, but most of the RXR should be mandatory, especially the safety aspects, for all RallyCross events, Regional or National. The RXB discussed several approaches to handling such mandatory language, including wording changes such as “must be followed” or “recommended” rather than “mandatory.” Warren Elliott and Tom Nelson will work together to clean up such language in the RXR, allowing for some differences in Regional practices without compromising a National cohesiveness.

- Helmet requirements: The minimum helmet standards in 2011 will remain unchanged from the 2010 standards, that being the standard of Snell 1995 (SA95, M95, or K98) or newer labeled helmets. RallyCross has been given exception from National office from the usual update due to the lateness of the release of the 2010 Snell standard. The minimum

standard will be updated to Snell 2000 standards in the 2012 RXR.

- Rules exception for drivers with a learners permit: The RXB was informed by the Board of Directors (BOD) that the 2011 RXR would require a change to include specific language allowing any such rules exceptions to be approved by the RXB on a case-by-case. Bob Ricker will present the proposed language change to the BOD.

- TripleCross Award (Getting Traction Award): Stephen Hyatt proposed that an annual award to be given out at the National Convention to any competitors who compete and win in a single class at all three of the following events – the RallyCross National Championship, a States Championship event, and a National Challenge event. This award is intended to increase interest in and attract more competitors to the National events. Stephen Hyatt will provide official language for the award for a forthcoming announcement.

The meeting was adjourned at 5:48pm PST.

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RXB MINUTES | March 2, 2011

The RallyCross Board (RXB) met via conference call March 2. Attending were Ken Cashion, Chairman, Tom Nelson, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, and Howard Duncan, Pego Mack and Brian Harmer from the National Office.

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

Chairman Cashion called the meeting to order at 7:00pm CST.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): No incidents have been reported. The Safety Presentation has been forwarded to Scott Beliveau of the Northeast Division for the upcoming training meetings. A RallyCross Safety Bulletin released on Feb. 10 will be distributed to all RallyCross Safety Stewards and made available on the SCCA website. A new Safety Committee member is requested in the next few of months.

2. RallyCross Rules Committee (Warren Elliott): The Rules discussions/sessions at the National Convention were positive and productive. A forum request will be posted in the coming weeks for rules change proposals. Proposals should be directed to rxb@scca.com. Brian Harmer, SCCA Technical Services, suggested setting up a rules proposals website, with a system to forward the "recommended/not recommended" status to Fastrack. Pego Mack will get details on the system and report back to the RXB at the next meeting, keeping Warren Elliott in the loop. Ken Cashion requested comments on the following items brought up at the National Convention: 1) Electric car/biodiesel – Not a safety issue. The goal is to have proper classification, so the RXR language should be cleaned up for 2012 and a tech bulletin issued for 2011. The alcohol fuels rule should also be cleaned up. 2) Protest period. 3) Mandatory regulations – RXR will work on. 4) Helmet issue – Snell 95 in effect for 2011 and will be changed for 2012. 5) Learner's permit driving allowance – Should rewrite the rule for 2012, perhaps using a Solo template.

3. National Championship Committee (Ken Cashion): Supplementary regulations changes discussion: 1) Wheel spray displaced cones – awaiting wording changes from Chris Regan before implementing any change. 2) Parade lap changes – per "car" rather than per "driver." 3) Debeaded tires will result in a red flag. The RXB recommended that parade lap and debead/red flag changes should be applied to all events beginning with the Western States Championship.

Old Business

1. Court of Appeals nominees: Ken Cashion announced those individuals who accepted positions on the standing Court of Appeals. The primary Court of Appeals will consist of Ken Cashion, Keith Lightfoot, and Brent Carlson. The alternates are Tom Nelson, Bill Martin, and Charles Wright.

2. Divisional Resources (Stephen Hyatt): Due to a lack of contact with the Division RallyCross Stewards (DRXS), nothing has been done yet. Access is needed to the DRXS forum or mailing list. Pego Mack will work to provide Stephen Hyatt with that access.

3. Awards and Promotions (Stephen Hyatt): The descriptions of the TripleCross and Marketing Awards were written and

released to the membership in an e-blast and on the SCCA website. Howard Duncan requested for the ops manual the names and selection criteria of the Dirty Cup, TripleCross and the Marketing Awards.

4. Class inspection for National Championship (plan for Western States event): The RXB would like class inspection to include both competitor class inspection and tech/organizer class inspection. The Eastern States Championship utilized mostly a competitor class inspection without any issues. The Western States Championship will provide the Class Eligibility Disclosure Form with the Supplementary Regulations and require competitors to have the form completed for their tech inspections. The event will also use a competitor class inspection prior to the start of competition.

5. Attendance at RXB, committee, and Divisional Steward call/New liaisons: Stephen Hyatt will sit in on and be the RXB liaison at the Divisional RallyCross Steward meetings. He will talk to the DRXS about their Divisions' needs for resources at that time.

6. Strategic Plan: Ken Cashion asked for feedback and comments regarding the RallyCross Strategic Plan for 2011.

New Business

1. Update Forums: Stephen Hyatt pointed out the outdated nature of many of the RallyCross Forum topics and Stickies and asked if there was a way to keep the topics more current. There are also dated press releases at the website. Todd Butler suggested updating the website with self-generated material to keep information fresh. Ken Cashion suggested using follow-up stories or links from SportsCar magazine articles. Pego Mack will try to keep the forums current and suggested using the Marketing Department for the website updates.

2. 2011 National Championship: The RXB discussed several logistical aspects of the National Championship event.

3. Growth Discussion
   - What can the "big" regions do to promote more growth? Divisional series. Entice competitors to travel a little.
   - What are we doing to limit growth? Some regions may be content within their own program activities and not concerned with growth.
   - How do we compare to Solo on a region-by-region basis?
   - What is our 3-year plan, and could we take advantage of investment capital from the SCCA?
   - Consideration of MR and Street Modified classes: This could result in up to 12 classes. Offering more classes could result in smaller class sizes, which may require regulation for minimum class sizes with bumping or disallowed championships titles for under-represented classes at National and Divisional events. Both Howard Duncan and Todd Butler advised keeping "street" out of class names. Classing should be kept simple and divide only when there is a real need.
   - Advertise on Dirty Impreza.
   - RXB member proposals: As an action item, Ken Cashion requested 3 to 5 suggestions for growth be submitted by each RXB member at least a week before the next meeting.

The meeting was adjourned at 9:07pm CST.

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

RRB MINUTES | March 7, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, March 7, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Eva Ames, Chuck Hanson and Lois Van Vleet. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was in attendance.

Chairman Wakemen called the meeting to order at 7:16 pm CST.
The Final February 12, 2010 RRB Minutes were approved. (Ames/Lanz)

Proceedings

1. Rally Liaison updates
Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:
Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands NC (Feb 26) - English
Arizona, Gullible's Travails NC (Feb 27) - English
Pittsburgh, Steele Haul NC (May 14) - English & Ames
Pittsburgh, TBA NC (May 15) - English & Ames
St. Louis, Wilderness Trail NT (July 16) - Van Vleet
St. Louis, Daniel Boone NC (July 17) - Hanson
Arizona, Global Warming NT (Aug 27) - tentative
Arizona, Copper Mine Trail NT (Aug 28) - tentative
Oktoberally, NC (Sept 17) – tentative
Badger Trails, NT (Sept 18) – Van Vleet
USRRC 2011 California, NGTA TBA (Oct 21) - tentative
USRRC 2011 California, NC Highway Robbery (Oct 22) - tentative
USRRC 2011 California, NT Not My Fault (Oct 23) – tentative

2. Convention Wrap-Up & 2012 Convention Ideas
Discussion: Ideas for 2012 Convention include a 'How to Keep Costs Down' session, including award ideas by Ames and English. A session with the RE's to talk about how to get new members etc. An informal meeting with the various SCCA program boards also was mentioned. Discontinue the Game Show. A new 'Starting a Regional Program' session with a Power Point presentation was suggested.

Wakemen reported he felt the meeting with the BOD went well. Kephart commented that the introduction was too long and took up too much time to get down to business. We are allowed 45 minutes with the BOD. Kephart suggested maybe meeting with part of the BOD or split the BOD up into *RoadRally* and RallyCross. Another suggestion was to have a cover sheet attached to the STRAP with our names/address/region etc.

3. USRRC 2012 & Season Championships
Discussion: Wakemen continued the discussion (from the RRB meeting at the convention) in the proposal splitting the USRRC and the series into two championships. After a brief discussion, Wakemen will post the proposal to the forum to get feedback from the membership. English commented that the higher categories should maybe have qualifiers (70 Point rule etc.) and not for the lower two categories (Sportsman and Senior).

English suggested merging Course and Tour and maybe even GTA into one series again. And a limit of rallies… best 7 out of 10 etc would be needed. After a lengthy discussion, the RRB members are split on merging the classes and will need more discussion as well as member comments to make a final decision.

4. Newsletters
Discussion: Renaming of the newsletter is still being discussed. ITIS is not recognized by everyone… especially on the east coast! English added that the last newsletter had a very common name… such as 'The Road Rally Newsletter'. A suggested name of 'Road Rally Check Point' or 'Check Point' was made.

5. Rules Committee Report – Review of Public/Private Document Division
Discussion: English talked to Kolb about the 2011 RRR's. English will post on the forum to instruct everyone use the 2010 RRR's for the time being. The 2011 RRR's have minor changes (mainly re-numbering changes), no official rule changes. The

printing (small book) of the RRR's is still being looked at.

6. Mentoring Committee
Discussion: Tabled until the April RRB Meeting.

7. New England Rally & Arizona Rallies
Discussion: Wakemen reported the scoring problems, on the New England Rally, have been worked out.

RRB members received emails from three participants of the Arizona Course Rallies last month. The lack of committee members seems to be an on-going problem. There were safety issue problems reported where control crews were located 25 feet past the checkpoint sign at speeds of 45 MPH. And reports of many looping instructions in industrial parks, and local (recreational) runners and control crew running across the road in front of rally cars. And the lack of a lead car and sweep car was reported.

8. Concerns Tracker
Discussion: Ames to send out to the RRB an email on instructions on how to use the new Concerns Tracker.

9. Safety Stewards Video
Discussion: Wakemen will contact Mark Johnson for the Safety Stewards Video that he started. Old copies of the DVD Video are still available.

10. USRRC 2011 Update
Discussion: English reported the USRRC in California is going well.

Old Business
The RRB would like to extend a big 'Thank You' to Ted Goddard for his many years of service as Northeast Divisional Road Rally Steward.

GTA Lifetime Points clarification was tabled until next month.

New Business
Reinstatement of Karl Broberg as Safety Steward was discussed. It was pointed out that the Disciplinary Review Committee recommended to the RRB back in 2008 to remove the three Arizona committee members as Safety Stewards until they met the requirements presented in the letter they received to be reinstated. The RRB needs to establish a process for one to appeal to the Disciplinary Committee/RRB if one feels he/she was wrongfully accused. One member of the committee did the recommended requirements to be reinstated.

Kephart commented about the importance to encouraging a member to come back into the club by extending a helping hand or a personal telephone call. Wakemen will send another letter to Karl Broberg requesting him to please go through the steps to be reinstated to help the Arizona committee in future rallies.

Next meeting

Monday, April 4, 2011 at 7:30 pm CST, via conference call.

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED May 2011

CLUB RACING BOARD

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CLUB RACING BOARD MINUTES | April 5, 2011

The Club Racing Board met by teleconference on April 5, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patullo, BoD liaisons; Jerry Wannarka, Michael Lewis and Robin Langlotz, guest Directors; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-05, 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

1. #4225 (CRB) Clarify 1.2.3.C
   In 1.2.3.C. add a new section 2 as follows and renumber the remaining sections: "*2. Specific class rules in the Category Section of the GCR shall take precedence over the general Category Rules and the General Technical Specifications.*"

2. #4350 (CRB) Weight markings on cars
   In 9.3.29, add a new section D as follows:
   "*Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR using numbers that are a minimum of two inches in height and are within 6 inches of the class designation. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class.*"

3. #4374 (John Nesbitt) Clarify/Correct GCR 3.5.1
   In 3.5.1, modify the first two sentences as follows to reflect current practice:
   "Supplemental Regulations establish specific conditions for an event. Before a sanction can be issued, *the Divisional Executive Steward or his designee* ~~the Club Racing Board~~ must approve all Regulations different than those of the GCR. *The Club Racing Board has the right of review and final approval at their discretion."*

4. #4415 (CRB) Cleanup of harness hardware rules (9.3.19 F)
   In 9.3.19.F, strike "~~; hardware without grade markings is not acceptable~~" [This allows the use of manufacturer-supplied mounting hardware that does not carry a grade marking, e.g., eye-bolts.]

SUPER TOURING

1. #4328 (Charles O'Toole) Expand sensor and ignition allowances in ST
   In 9.1.4.G.7, delete "~~The ignition system components may be replaced freely provided that the type of ignition remains the same as stock.~~" and replace with "*The ignition system is unrestricted*."

2. #4352 (Bob Maples) ST Air intake components
   Delete 9.1.4.1.D.1 and renumber following subsections, delete 9.1.4.2.B.2, delete 9.1.4.3.B.2 and renumber following subsections.

   Add 9.1.4.G.20 as follows: *"All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are unrestricted.*"

TOURING

T1

1. #4018 (Ted Johnson) Allow Wilwood rear brake kit for c5 corvette
   In 9.1.10, T1, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), replace "~~up to 5% larger than 325/305~~" with "*342mm (F) and 328mm (R)*". [This will accommodate certain off the shelf brake kits.]

T3

1. #4382 (Joseph McClughan) Increase wheel size 07-09 mazdaspeed 3
   In 9.1.10, T3, Mazda Mazdaspeed3 (07-09), change Max. Wheel Size from "~~18 x 7~~" to "*18 x 8*".

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

RUNOFFS SCHEDULE – ATTENTION SRF, S2, FM AND FE DRIVERS

The CRB and the Runoffs Chief Steward have reconsidered the decision to have SRF and S2 race together at the 2011 Runoffs. Because of the difference in lap times between the two classes, the SRF race would (under normal circumstances) be shortened by 2 laps. The 2011 Runoffs Schedule will be modified as follows:

- SRF will race alone on Friday at 11:30am
- FE and FM will race together on Friday at 4:30pm
- S2 will race alone on Sunday at 4:30pm

SM

The CRB is aware of the concerns of Spec Miata owners about availability of the Toyo Proxes RA1 tires that are required for National racing. Due to conditions at their Japanese production facilities, Toyo is unable to tell us when these tires will be back in production and readily available in the United States. As a result, the CRB will make a decision about Spec Miata tires as more information is available. If there is not an adequate supply of RA1s, there will be a TEMPORARY change of specification to permit the use of the Toyo Proxes R888s in addition to the RA1s. Toyo reports that there is a sufficient supply of the R888s. However, only ONE tire will be permitted at the Runoffs. If an adequate supply of the RA1s is not available before the Runoffs, then ONLY the R888s would be permitted. For now, the RA1 remains the required tire.

SSC

Immediate classification of B-Spec Cars in Showroom Stock C

Implementation:

- Implementation date effective on publication of this Fastrack
- Initial B-Spec cars
  - Ford Fiesta 4-door (2010-2011)
  - Honda Fit 4-door (2009-2011)
  - Nissan Versa 4 or 5-door (2010-2011)
  - Mazda2 4-door (2011)
  - Toyota Yaris 2 or 4-door (2010-2011)

Spec Lines for GCR:

- See Technical Bulletin 11-05 for specifications

Cars expected to be added in the future:

- Note: with appropriate manufacture involvement these cars will be added over time
  - Chevrolet Sonic (this car will not be available until 2012, but Chevrolet is strongly behind this car)
  - Fiat 500
  - Hyundai Accent
  - KIA Rio
  - Scion XD
  - Scion IQ (2012)
  - VW Polo (this car may be imported in 2012)

Future Manufacturer Contingency Programs

SCCA has made the initial classifications allowing competitors to utilize any shock and spring that meets basic requirements. Please note that future manufacturer contingency programs may require you to purchase their shocks and springs to qualify for their programs.

Future Plans:

2011 Race Season:

- The B-Spec cars are classified in SSC. A B-Spec driver can attend the Runoffs as an SSC car if the Runoffs qualification requirements are satisfied.

2012 Race Season

- Same as 2011
- Additional cars will be classified as they become available and specifications are provided

NOT APPROVED BY THE CRB

FORMULA

FA

1. #4061 (Mark Milazzo) Minor final changes to specifications (FormulaSPEED2.0)
   The requested specifications changes were made in the April Fastrack. The requested weight reduction may be reviewed in the future after these cars have been raced.

FB

1. #4198 (Thomas Copeland) Asking for a Request for Member Input regarding open ECU (FB)
   The electronics for the most popular engines have been successfully modified by many competitors and commercial engine builders. Currently there is at least one newer 1000cc engine that has not been used in FB and the electronics are rumored to be the limiting factor, however it is not clear that sufficient technical resources have been applied to this point. Similar concerns were made in the past for DSR engines, but over time the challenges were met. With regard to Mr. Copeland's concern for future development, the class utilizes stock engines so there is no necessary development beyond defeating the electronic signals used in the motorcycle. The task of bypassing the various motorcycle signals belongs to the competitor who wishes to use any compliant engine.

GRAND TOURING

GTL

1. #4203 (Peter Zekert) Adjust long standing weight penalty on A-series
   Multiple changes have recently been implemented to help balance the class and we will monitor performance during 2011 before making further adjustments.

2. #4204 (Peter Zekert) Remove 1980s era weight penalty on Datsun/Nissan A13
   Multiple changes have recently been implemented to help balance the class and we will monitor performance during 2011 before making further adjustments.

PRODUCTION

1. #4370 (Eric Prill) Revisit Alternate Connecting Rods
   Not recommended for Level 2 prep engines at this time.

EP

1. #4389 (Michael Heintzman) How can the 90-93 & 90-97 EP Miata keep pace?
   These cars are competitive as classified.

FP

1. #4375 (Dieter Griesinger) Rescind weight penalty of Triumph Spitfire 1500 in FP.
   This car is competitive as classified.

SUPER TOURING

STO

1. #4367 (Tom Lavell) Please classify NASA spec cobras in STO
   These kit cars are not within the category philosophy.

SPORTS RACING

CSR

1. #3387 (Jake Latham) Reduce CSR forced induction weights
   At this time, no reduction in weight for forced induction in CSR will be made. Forced induction systems are a high focus in many applications and the potential increases in horsepower over what has been achieved with these systems in the past is unclear. The question can be revisited when cars are run with such engines.

TOURING

1. #4293 (Jason Berkeley) Permit Air Jacks in Touring Classes
   Not within category philosophy.

T1

1. #4288 (Tom Sloe) Add additional diagonal tube from A pillar to Front frame rail
   Not within category philosophy.

T2

1. #4260 (Cheyne Daggett) Allow 2011 Mustang V6 to run T2 with a engine swap.
   Engine swaps are not within category philosophy.

2. #4417 (Richard Kulach) Front wheel size change request follow up for 370Z
   The approved wheels are adequate for this car.

T3

1. #4383 (Joseph McClughan) increase turbo inlet restrictor size 07 Mazdaspeed 3
   We need to see the car on track before any adjustment to the restrictor will be considered.

PREVIOUSLY ADDRESSED

SHOWROOM STOCK

1. #4233 (Stan Czacki) Sunset Rule Progression
   See April Fastrack, letter #3895.

NO ACTION REQUIRED

GCR

1. #2479 (Terry Hanushek) Control the Number of Double Nationals in Active Divisions
   The CRB asked for input on a proposal to limit the number of Double National race events in the November Fastrack. The responses received make clear that there is no consensus on this issue. Our Club is made up of very diverse Divisions and, as such, should be allowed to set policies for their individual needs. Thanks to Mr. Hanushek and those who responded to this question.

2. #3874 (John Nesbitt) Re: letter #2534 5.12.2.A.7
   The intent of the recent change to to 5.12.2.A.7 was to allow the Chief Steward to only put forward to the SOMs schedule change requests with which the Chief Steward agrees. Your suggested change would possibly force the Chief Steward to submit a schedule change that he does not support.

3. #4390 (John Nesbitt) Clarify 5.7.2
   Since the Executive Stewards are charged with reviewing the Supplemental Regulations, they should ensure that the status of Sound Control at that event is clear.

4. (Multiple) SCCA Runoffs Grouping of S2000 / SRF
   See Member Advisory above.

5. #4465/#4605 (Don Regan/Steve Elicati) Oppose HANS mandate
   Thank you for your input. The Board of Directors has confirmed their decision to require head and neck restraints beginning 1/1/2012. You should note that there are several different head and neck restraints that satisfy the requirements and that they are available in a range of prices.

6. #4475 (Jason Berkeley) Runoffs Schedule: T1 and STO
   If a T1 competitor's car is required to go to post-race impound, the competitor is not required to remain in impound; thus he may proceed to get himself and another car ready for the STO race. (Arrangements can be made with Tech to accommodate this situation.)

FORMULA

F5

1. (Multiple) 593 alternative engine
   Please see letter 3012 in Technical Bulletin 11-05.

FB

1. (Multiple) Proposed FB shifting rules
   Thank you for your input.

FV

1. #4471 (Brian Harding) FV manifold “Error and Clarification”
   Thank you for your input. The clarification is correct.

IMPROVED TOURING

1. #3710 (Brian Harmer) Seat Bracket Clarification
   The rule is adequate as written.

SUPER TOURING

STU

1. #4582 (David Mead) Please exclude the Porsche 930 turbo from the STU class
   The 3 liter Porsche 930 Turbo Carrera is too old for the category since it was discontinued in 1978. The 1979 930 turbo 3.3 liter was also not continued for the US market in 1980. All subsequent 930 production used the 3.3 liter engine which exceeds the displacement limits for STU.

SHOWROOM STOCK

SSC

1. #3586 (Mike Ogren) B Spec input: seal the engines and require 140 or higher DOT tire
   Thank you for your input. Sealed engine programs for these cars are not feasible.

2. #4265 (Karl Hulcher) Classification request ‘12 Accent
   This car is not yet available. When it is, the writer can resubmit request with a completed VTS sheet.

SPORTS RACING

CSR

1. #4510 (Dave Knaack) comment on 2 stroke csr engine displacement
   Thank you for your input.

2. #4520 (Jody Lift) Oppose CSR #3229 Two Cycle Displacement Increase
   Thank you for your input. The requestor did supply data for the request which was evaluated by the Formula and Sports Racing advisory committee.

DSR

1. (Multiple) Jan 2011 What Do You Think, DSR Minimum Weight
   Thank you for your input.

TOURING

T3

1. #4271 (Aaron Stehly) I am in Support of the Changes made
   Thank you for your input.

2. #4272 (Jim Leithauser) S2000 Changes
   See Racing memo 11-02 dated 2/24/2011. Rear tire size was changed to 245/50 max. and a 54mm flat plate restrictor was added.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2011
NUMBER: TB 11-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 5/2/11 unless otherwise noted. (See SSC item 2.)

GCR

1. #4221 (CRB) Correct wording
   In 9.3.50, clarify as follows: All cars shall meet or exceed the minimum weight specified with driver, exactly as they come off the race circuit, at the conclusion of ~~a~~ *any* race or qualifying session.

2. #4585 (Dick Patullo) Is Novice License the same as Novice Permit?
   In 3.1.7.F, change "Novice ~~License~~" to "Novice *Permit*".

Formula
F5

1. (Multiple) 593 Alternate Engine
   The CRB thanks the members who provided input on the proposed addition of the Rotax 593 engine in F500, which was nearly unanimous in support.

   In 9.1.1.E.2, change as follows: "Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 pounds for AMW and Rotax RAVE/non-RAVE 494 engines, 825 pounds for Rotax 493 engines, *850 pounds for Rotax 593 engines*)."

   In 9.1.1.E.14, add to the end of the first paragraph: "*Rotax 593 in a carbureted, non-HO version; must run inlet tract restrictors, Cometic gasket part number MA0242SP1020A, one in each tract immediately after the carburetor; single expansion chamber; electric and/or pull starter."*

   In 9.1.1.E.14, third paragraph, change "~~inclinded~~" to "*inclined*".

Grand Touring
GT

1. #4158 (CRB) Verify Mazda Renesis displacement
   In 9.1.2, GT2, Mazda Renesis, correct displacement from ~~2701~~ to *2616*.
   In 9.1.2, GT3, Mazda Renesis (both lines), correct displacement from ~~2703~~ to *2616*.
   In 9.1.5, EP, Mazda RX-8 (04-09), correct displacement from ~~2701~~ to *2616*.
   [These corrections are made to provide accurate specifications in all classes using this engine.]

GTL

1. #4247 (Brian Linn) specify BMC Mini Cooper versus BMW Mini on 50#RWD penalty
   In 9.1.2, GTL, BLMI engines, clarify all the Notes that contain "RWD *Mini* add 50 lbs." to read "RWD *Mini (all)* add 50 lbs."

Improved Touring
ITB

1. #4547 (Josh Sirota) Adjust weight of ITB Dodge Daytona
   In 9.1.3, ITB, Dodge Daytona 2.2 (84-89), change weight from ~~2630~~ to *2380*. [See January Fastrack page 22, letter #3394. This the Tech Bulletin item referred to there.]

2. #4583 (Josh Sirota) Adjust weight of first-generation Honda CRX Si
   In 9.1.3, ITB, Honda CRX Si (84-87) change weight from ~~2130~~ to *1970*, based on a 30% horsepower multiplier.

Super Touring

1. #4327 (Charles O'Toole) Clarify ABS allowances in STx
   In 9.1.4.O.12, clarify as follows: "Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM *ABS* brake components as supplied."

2. #4586 (Greg Amy) Clarify bodywork allowance for hatches
   In 9.1.4.1.A, 9.1.4.2.A.1 and 9.1.4.3.A.1, clarify as follows: "All cars may replace the hood, *hatch,* and*/or* trunk/deck lid with nonmetallic composite parts."

3. #4587 (Ryan Miles) Clarify that engines allowed for engine swaps must be 1985 or new
   Clarify 9.1.4.A as follows: "No ~~model years~~ *chassis or engines* older than 1985 will be eligible ..."

4. #4319 (Greg Amy) Rules Cleanup under E&O
   The items in this letter move class-specific rules from the general rules to the appropriate class rules; no actual changes are made to the rules. The front wheel drive and strut suspension allowances in STO are now included in the spec line weight for those cars.

   Delete 9.1.4.N.8, "~~Alternate control arms permitted in STO and STU. Alternate control arms are not permitted in STL.~~" and renumber the following subsections.

   In 9.1.4.1, insert a new section D as follows and renumber the following sections:
   "*D. Suspension and Steering*
   1. Alternate control arms permitted."

   In 9.1.4.2.D, change as follows:
   "D. Suspension *and Steering*
   1. Alternate suspensions are permitted. Alternate suspensions are limited to the original type. Items such as brake calipers, springs, and shock/struts shall remain located on the alternate suspension in the OEM location.

   2. Alternate control arms permitted."

   Delete 9.1.4.N.18, "~~Front wheel drive cars may reduce their minimum weight by 50 lbs in STO and STU. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs in STO and STU. In STL front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent.~~"

   In 9.1.4.1.H, to reflect the inclusion of front wheel drive and strut suspension allowances for STO cars, change the weight of the Acura CL from ~~2800~~ to *2750*, the Dodge Neon SRT-4 from ~~3000~~ to *2900* and the Mitsubishi EVO/DSM from ~~3000~~ to 2900.

   Add a new 9.1.4.2.G.3 and renumber the following subsection as follows: "*Front wheel drive cars may reduce their minimum weight by 50 lbs. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs.*"

   Add a new 9.1.4.3.G.3.4 as follows: "*Front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent.*"

STO

1. #4589 (Rob May) Add min weight
   In 9.1.4.1.H, Chevrolet Corvette L98, LT1, LT4, specify the weight to be *3150*.

STU

1. #4581 (David Mead) S2000 stock intake on K20/24 swap
   In 9.1.4.2, STU, classify the *Honda S2000 / varies/ Chart / K series engines allowed with stock S2000 intake manifold and throttle body.*

2. #4614 (CRB) Correct weight of Acura RSX
   In 9.1.4.2, World Challenge Acura RSX Type S, correct weight from ~~2890~~ to *2670*.

Production

See GT item 1.

EP

1. #4365 (Robert Coffey) Reduce weight of Honda Prelude Si Non-Vtec 100 lbs.
   In 9.1.4, EP, Honda Prelude Si, change weights from ~~2370/* 2430/ **2489~~ to *2320/* 2378/** 2436*.

FP

1. #4017 (Richard Fohl) Reinstate Morgan 4/4 Mk V in FP
   In 9.1.5, FP, add the following:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Morgan 4/4 Mk.V	*1*	*1600*	*4 Cyl. OHV*	*3.19 x 2.86*	*1498*	*Iron*	*Iron*	*(I) 36.6 (E) 30.3*	*Weber 28/36 DD or Weber 32/36*	*96.0*	*51.5/52.3*

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Morgan 4/4 Mk.V (96-99)	*15 x 7*	*4*	*(F) 280 disc (R) 229 drum*		

American Sedan

1. #3568 (Chris Pedersen) Gas pedal clarification
   In 9.1.6.D.5.e, delete "~~The throttle pedal may not be relocated.~~" [This sentence should have been eliminated when this subsection was rewritten. It conflicts with the previous sentence.]

Showroom Stock

SSC

1. #4264 (Karl Hulcher) Classification 11-12 Elantra
   In 9.1.7, SSC, add the following:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Hyundai Elantra GLS (2011-12)	*81.0 x 87.2 1797*	*2649*	*1550/ 1562*	*15 steel*	*195/65*	*3.615, 1.962, 1.294, 1.024, 0.869, 0.756*	*4.333*	*(F) 280x23 Vented (R) 262x10 Solid*	*2600*	*16 inch or 17 inch alloy wheels permitted. 205/55/16 or 215/45/17 tires permitted.*

2. #4607 (CRB) SSC B-Spec rules and specs
   Effective upon publication, add a new subsection 9.1.7.E.34 as follows:
   "*For each of the following cars in SSC, Ford Fiesta 4 door (2010-11), Honda Fit 5 door (2009-2011), Nissan Versa 4-5 door (2010-2011), Mazda2 4 door (2010-2011) and Toyota Yaris 2-4 door (2010-2011), the following apply:*

   Interiors may be removed, including seats, seat brackets, carpet, carpet padding, OEM seat belts, interior trim and headliners. OEM radio and air conditioner may be removed. Heaters and all duct work must remain, except duct work that goes under seats.

   Maximum 2.5 degrees negative chamber on front and rear; MacPherson strut suspension may decamber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the OEM bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.

   Ride Height: Minimum ride height is five (5) inches, to be measured without driver at the lowest point of the rocker panels, but not to include welded seams or fasteners.

   Suspension: Any OEM or aftermarket non-adjustable shock absorber intended for the specific make, model and year car is permitted. The shock absorber must be installed in the stock mounting location. Remote reservoir shocks are not permitted. Any springs up to a maximum spring rate of 500 pounds may be used. The spring must be installed in the stock location. Threaded shock bodies or adjusters may be used."

   In 9.1.7, SSC, add the following:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel-Base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Ford Fiesta 4 door (2010-2011)	*79.0 x 81.4 1596*	*98*	*57.7 57.7*	*15 x 7 alloy, minimum weight 13 pounds*	*205/50*	*3.86, 2.038, 1.281, 0.951, 0.736*	*4.07*	*(F) 259 (R) OEM drum*	*2500*	*See 9.1.7.E.34*

Honda Fit 5 door (2009-2011)	*73.0 x 89.55 1499*	*98.4*	*58.7 58.1*	*15 x 7 alloy, minimum weight 13 pounds*	*205/50*	*2.996, 1.679, 1.067, 0.761, 0.552*	*4.56*	*(F) 262 (R)OEM drum*	*2400*	*See 9.1.7.E.34*
Nissan Versa 4-5 door (2010-2011)	*78.0 x 83.0 1600*	*102.4*	*58.3 50.7*	*15 x 7 alloy, minimum weight 13 pounds*	*205/50*	*3.727, 2.048, 1.393, 1.029, 0.891*	*4.07*	*(F) 280 (R)OEM drum*	*2675*	*See 9.1.7.E.34*
Mazda2 4 door (2010-2011)	*78.0/78.4 1499*	*98*	*58.1 57.7*	*15 x 7 alloy, minimum weight 13 pounds*	*205/50*	*3.416, 1.842, 1.290, 0.972, 0.775*	*3.85*	*(F) 258 (R)OEM drum*	*2130*	*See 9.1.7.E.34*
Toyota Yaris 2-4 door (2010-2011)	*74.9 x 84.6 1491*	*96.9*	*58.3 57.9*	*15 x 7 alloy, minimum weight 13 pounds*	*205/50*	*3.545, 1.904, 1.310, 0.969, 0.815*	*3,722*	*(F) 258 (R)OEM drum*	*2250*	*See 9.1.7.E.34*

Spec Miata
None.

Sports Racing
None.

Touring
T1

1. #3897 (John Buttermore) Cleanup of C5/C6 Spec Lines
   In 9.1.10, T1, delete the Chevrolet Corvette Grand Sport (2010) spec line.

   In 9.1.10, T1, Chevrolet Corvette C6 Coupe (05-10)/ Grand Sport (2010), change as shown. Note: deletions in Notes are due to current category allowances for radiators, oil coolers, transmission coolers and power steering coolers.

Chevrolet Corvette C6 Coupe (05-*10 / Grand Sport (2010)*	101.68 x 92.0 5967 (LS2) 103.26 x 92.0 6162 (LS3)	2685	18 x 10 (F) 19 x 11 (R) *or 18 x 11 (F) 19 x 13 (R)*	~~245/40 (F) 285/35 (R)~~ ~~or~~ 315/35 max. (F&R) or *315/35 max (F) 345/35 max (R)* Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Max. camber: (F) -3.5 (R) -2.5 with GM *T1 Performanc*e Suspension package.	2.66, 1.78, 1.30, 1.00, 0.74, 0.50, or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. ---------- *LS2 may use Grand Sport brake package.* Any brake caliper pistons allowed. May use any four piston brake caliper *and brackets* with a 50 pound weight increase. *Z06 brake calipers allowed.*	LS2: 3280 LS3: 3450 *Add 50 lbs. for larger wheels and/or tires*	C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. The max. tire sizes supersede TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; ~~GM power steering cooler # 15925777, GM radiator # 25999103,~~ GM radiator baffle # 25953429 (LS3 only); ~~GM engine oil coolers (2) #15803358, Ron Davis Radiator, part #1-16CV0500,~~ fan shroud, Phoenix part # 1005422; Canton Accusump part # CA24006 or # CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets; ~~GM trans. cooler part # 12480080 and B&M differential cooler part #70298~~, 180 degree thermostat Hypertech # 1015; Lingenfelter Performance Engineering #L310055204 thermostat (LS2 only); ~~Earls oil cooler part # 619 Setrab (19 row),~~ HD oil pressure shim Phoenix part # 1005421. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permitted; the following parts are ~~approved~~ *included*: mount w/tensioner and spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. *Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001.* The oil tank *for either system* shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hardware must be used. Alternate wheel bearings SKF Part # BAR 5049C permitted. ~~C6 LS2 may upgrade to the Grand Sport brakes with no weight penal~~*ty. Entire parking brake assembly (including interior lever) may be removed.*

   In 9.1.10, T1, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), Notes, delete the following due to current category allowances for radiators, oil coolers and transmission coolers:

~~GM Motorsports transmission cooler kit (Part # 12480080) is permitted for transmission and differential housing. GM Motorsports Oil Cooler & Reservoir Kit (Part # 12480120) is permitted.~~

~~Factory optional oil cooler (P/N 52452158) and associated plumbing parts are permitted.~~

~~Radiator from Doug Rippie Motorsports P/N 30-695 is permitted.~~

2. #4304 (Ted Johnson) brake calipers/weight penalty - Allow C5 corvette to use any 4 pi
In 9.1.10, T1, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), in the Brakes column, change as follows: "Any four piston caliper*s and brackets* ~~with 18 x10in front wheels at a 50 pound weight increase~~ *are permitted*." and "may use the WilwoodSL6R brake caliper ~~at no penalty~~."

3. #4394 (David Mead) Removal of restrictors from Ferrari 360
In 9.1.10, T1, Ferrari 360 Modena & Challenge (00-02), Notes, delete "~~A throttle restrictor is req'd between each throttle body and plenum: 0.060" flat steel plate w/ one 65mm hole.~~"

T2

1. #3910 (CJ Moses) Request correction of all spec lines - EVO X
In 9.1.10, T2, correct the Mitsubishi Lancer Evo X / RS / GSR / MR (08-11) spec line as follows:

Mitsubishi Lancer Evo X / ~~RS~~ / GSR / MR (08-11)	*~~85.0 x 88.0~~ 86.0x86.0 ~~1997~~ 1998*	*~~2624~~ 2650*	*~~17 x 9~~ 18x9 (F&R)*	*~~235/45~~ 245/40 (F&R) or 275/45 (F&R) MAX*	*~~2.93, 1.95, 1.41, 1.03, 0.72 or 2.91, 1.94, 1.43, 1.10, 0.87, 0.69~~ 2.857, 1.950, 1.444, 1.096, .761 or 3.655, 2.368, 1.754, 1.322, 1.008, .775,*	*~~4.53~~ 4.687 or 4.062*	*(F) ~~276 / 320~~ 350 Vented Disc (R) ~~284 / 300~~ 330 Vented Disc*	*3530*	*~~Permacool trans. oil cooler #1006 or~~ Setrab #SET616 and Mocal pump # MOC-17522HT, AMS front and rear springs ~~#AMS-SCCA01~~ SCCA01-EVO X – AMS. 2" Genesis Technologies spacers allowed. ~~allowed or AMS front and rear spring kit #AMS-SCCA02 including Genesis Technologies 2" spacer allowed~~. 41mm Turbo Inlet Restrictor required. ~~Koyo Radiator #KOY-R2676 allowed~~. Alternate AMS front sway bar permitted ~~#AMS-SCCA-SBF02~~ SCCA-SBF02 EVO X, alternate rear sway bar permitted ~~#AMS-SCCA-SBR02~~ SCCA-SBR02 EVO X.*

2. #4219 (Richard Wiese) Class E90/E92 BMW M3 in Touring 2 at 3650lbs

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW E92 M3 (08-09) BMW M3 GTS (2010)	*92.0 x 75.2 3999 92.0/82.0 4361*	*2761*	*18 X 10 (F) 18 x 10 (R)*	*295/35 (F) 295/35 (R)*	*4.06, 2.37, 1.58, 1.19, 1.000, .87 or 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00*	*3.85 or 3.15*	*F:360x30 R:350x24 or F:378x32 R:380x28*	*3700*	

3. #4321 (Lee Niffenegger) Classify Acura TL SH-AWD 6MT in T2

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Acura TL SH-AWD (2011-12)	*90.065 x 96.1 3664*	*2776*	*19 X 9 (F) 19 x 9 (R)*	*275/40 (F) 275/40 (R)*	*3.63, 2.12, 1.53, 1.13, 0.85, 0.69*	*3.84*	*(F) 320 x 28 Vented (R) 334 x 11 Solid*	*3500*	*1000 lb/in springs permitted (F&R), part numbers H&R R25081000 or RF180180 or Eibach 0800.225.1000. 24mm rear anti-sway bar permitted, part number Progress 62.0111.*

4. #4364 (Kevin Fandozzi) notes error: Audi TTS
In 9.1.10, T2, Audi TTS Coupe (10-11), Notes, change "~~flat plate~~" to "*turbo inlet*".

5. #4366 (Kevin Fandozzi) S 240 weight
In 9.1.10, T2, Lotus Exige S / S220 / S240 / Elise SC (2007- 2010), add to the Weight column: *"S240: 2400*". [Other models remain at 2190.]

6. #4412 (Lee Niffenegger) Dual Classification of Honda S2000 T2/T3

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Honda S2000 (00-09)	*87.0 x 90.7 2157*	*2400*	*17x9 (F&R)*	*235/40 (F) 275/40 (R)*	*3.13, 2.05, 1.48, 1.16, 0.97, 0.81 or 3.13, 2.05, 1.48, 1.16, 0.94, 0.76*	*4.1*	*(F) 300 Disc (R) 282 Disc*	*2720*	*Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Factory bolt-in roll bar may be removed to facilitate the installation of the req'd roll cage. Passenger seat belt assembly may be removed in conjunction with factory bolt-in roll bar. Comptech differential housing part #550-040 allowed. Springs and sway bars from 2008 S2000 CR allowed. This max tire size supersedes TCS tire rule section 9.1.10.D.7.b. Updating and backdating of flywheel is not permitted. CR front fascia, rear deck lid, and wing is permitted.*

T3

1. #3900 (Bob Demers) Add 2011 Buick Regal to SS

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:
Buick Regal (2011)	*86.0 x 86.0 1998*	*2631*	*18 x 8 (F) 18 x 8 (R)*	*225/45 (F) 225/45 (R)*	*3.38, 1.76, 1.18, 0.89, 0.70*	*4.05*	*(F) 315 Vented Disc (R) 292 Solid Disc*	*3350*	*36mm Turbo Inlet Restrictor required. Front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637 permitted.*

2. #4381 (Joseph McClughan) Request for tire size increase 215 to 245 (07-09 Mazdaspeed 3)
   In 9.1.10, T3, Mazda Mazdaspeed3 (07-09), change tire size from "~~215/45~~" to "*245/45*".

3. #4612 (CRB) Extend Cobalt SS models through 2010; Correct specs
   In 9.1.10, T3, Chevrolet Cobalt SS (08-09), change model years to (08-*10*) and correct bore and stroke to *86.0 x 86.0*.

EVENT SCHEDULE

ROAD AMERICA #IDC-11-S
HELD UNDER 2011 GENERAL COMPETITION RULES
Revised 4/11/2011

The Chief Steward may alter the schedule at any time before August 26, 2011 for any reason.

QUALIFYING/MEETINGS
30 min. sessions

	MON 9/19 QUALIFYING:	TUE 9/20 QUALIFYING:	WED 9/21 QUALIFYING:	THURS 9/22 QUALIFYING:
8:00	GTL/HP	FE/FM	EP/FP	T1/AS
8:40	FA/FB	SSB/SSC	FC/FF	FV/F500
9:20	SM	CSR/DSR	GT1/GT2	STO/GT3/STU
10:00	T1/AS	T2/T3	FE/FM	SRF/S2
10:40	FV/F500	GTL/HP	SSB/SSC	EP/FP
11:20	STO/GT3/STU	FA/FB	CSR/DSR	FC/FF
12:00	SRF/S2	SM	T2/T3	GT1/GT2
LUNCH/CRB MEETINGS	**SS/AS/ TOURING**	**GT/ST**	**FORMULA/ SPORTS RACER**	**PROD/SM**
1:30	EP/FP	T1/AS	GTL/HP	FE/FM
2:10	FC/FF	FV/F500	FA/FB	SSB/SSC
2:50	GT1/GT2	STO/GT3/STU	SM	CSR/DSR
3:30	FE/FM	SRF/S2	T1/AS	SM
4:10	SSB/SSC	EP/FP	FV/F500	GTL/HP
4:50	CSR/DSR	FC/FF	STO/GT3/STU	FA/FB
5:30	T2/T3	GT1/GT2	SRF/S2	T2/T3

HARDSHIP SESSIONS
Please see the Chief Steward

	FRI 9/23	SAT 9/24	SUN 9/25
7:45	SESSION 1	SESSION 1	SESSION 1
8:00	SESSION 2	SESSION 2	SESSION 2

NATIONAL CHAMPIONSHIP RACES
ALL RACES 13 LAPS OR 40 MIN., WHICHEVER ELAPSES FIRST.
RACE TIMES ARE GREEN FLAG TIMES.

	FRI 9/23	SAT 9/24	SUN 9/25
8:30	T1	T3	HP
9:30	FV	F500	AS
10:30	STO/GT3	SM	FB
11:30	SRF	GTL	T2
	LUNCH		
1:30	FP	SSB/SSC	EP
2:30	FC	CSR/DSR	FA
3:30	GT2	STU	GT1
4:30	FE/FM	FF	S2

ACTIVITY CALENDAR

Mon 9/19
6:00 pm*
Welcome Party

Tues 9/20
6:00 pm
Worker Party**

Wed 9/21
6:00 pm
Beat the Boss 4 mile Run*
Worker Party**

Thurs 9/22
6:00 pm
WORKER OF THE YEAR PARTY**
DRIVERS WELCOME!

Fri 9/23
5:30 pm
Worker Party**

Sat 9/24
5:30 pm
PARTICIPANT PARTY*

Sun 9/25
5:30 pm
Worker Party**

*All times are approximate

**Worker Parties start at conclusion of days events

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 23, 2011

The Solo Events Board met by conference call March 23rd. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD members R. David Jones, Marcus Merideth, and John Walsh; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

SAFETY

- The SEB has approved Mark Mauro as a new Rocky Mountain Divisional Solo Safety Steward.

GENERAL

- The following rule change proposals have been reviewed by the SEB and are being published here for member comment:
  - Change section 1.3.2.D to read as follows:

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

    1. is no younger than twelve (12) years old;

    2. is in a vehicle which has passed tech inspection;

    3. is wearing a properly fitted seat belt and a properly fitted helmet;

    4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.

    In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. *The only passengers who may be allowed during competition runs in Divisional, National Tour, and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their drivers license requiring a passenger.*" (3984)

  - Change section 4.8 to read as follows:

    "*4.8 DEFINITION OF CLASS TYPES*

    A. National Class – Any class defined in this rule book that is recognized as eligible for a National Championship. This explicitly does not include Supplemental classes. These classes are automatically offered at Divisional, National Tour, and National Championship events.

    B. Supplemental Class – Any non-National class running under a proposed rule set for purposes of evaluation. It may be run alone or within a parent class. Its drivers may or may not be eligible for awards. In determining whether or not a supplemental class will achieve National Class status, that class will be evaluated on whether it:

    (1) has at least 25 participants (Open and Ladies Classes) for 3 of 4 consecutive National Championships or

    (2) has at least 40 participants (Open and Ladies Classes) for 2 of 3 consecutive National Championships or

    (3) fits with the long-term vision for the continued growth of Solo according to Introductory Section I.2.3 of the Solo Rules.

    C. Regional Class – Any class not listed in these Solo Rules but created by a Region or other entity for local purposes."

STOCK

- The previously-published proposal (April Fastrack) to move the Honda Prelude (1997-2001) to GS has been withdrawn by the SAC after determining that this move had been previously completed.
- The following set of class listing change proposals has been recommended by the SAC and is published here for member comment (4322):

Chevrolet Camaro (V6) ('10-'11) – From GS to DS
Dodge Challenger (V6) ('09-'11) – From GS to DS
Hyundai Genesis Coupe (V6) ('10'-11) – From FS to DS
Infiniti G35 Coupe – From FS to DS
Infiniti G37 Coupe – From FS to DS
Chevrolet Camaro (V6) *(NOC)* – GS

- The SAC and SEB have reviewed the following item, and thank this member for his input:
  - 20" wheel comments (3662)

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Z car listing comments (2292)
  - Master cylinder brace comments (3918, 3936, 4121)
  - 350Z Move to ESP comments (3950)
  - Mustang classing (3986)
  - 370Z classing (4083, 4089, 4349)

STREET MODIFIED

- Per the SMAC, the following rule change proposal is submitted for member comment:
  - Add new subsection 16.1.T as follows:

    "*T. Alternate subframes are allowed to facilitate motor mounting only. Suspension pickup points on the subframe must retain stock geometry. Weight of the subframe must be equal or greater than the stock unit.*"

    In conjunction with the above, remove 16.1.P line which currently reads: "These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment." (3786)

- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Engine allowance comments (3869, 4003, 4268, 4274)
  - SMF comments (3922)

PREPARED

- The following rule change proposal has been recommended by the PAC and is published here for member comment:
  - Change 17.10.C.2 to read as follows:

    "2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500"(one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor *shall be as follows, unless specified otherwise in Appendix A:*

    a. 38mm for class FP
    b. 52mm for class CP
    c. Restrictor is not required for class XP" (2116)

- The previously-published proposal (12/2010 Fastrack) to permit subframe modifications and substitutions is withdrawn per recommendation of the PAC. (2687, 3400)

MODIFIED

- The following amended version of a previously-published proposal is presented here for further member review and comment (new wording shown in bold type):
  - Add the following new section 18.6:

    "18.6 LEGENDS AND DWARF CARS

    Vehicles conforming to the US Legends Cars International racing series specifications (http://www.uslegendcars.com), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F. ***Bandolero and Thunder Roadster vehicles are prohibited.***

    Vehicles conforming to the Western States Dwarf Cars Association specifications (http://www.dwarfworld.com/WSDCA-07.html), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F." (4280)

  - In conjunction with the above, add the following in Appendix A, Modified Class F (current section D should be increased

one outline level to be under item C):

"D. Dwarf Cars and Legends/600Racing Cars

Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.

NOTE: If any conflict exists between the Dwarf Car Rules or US Legends Rules and the Solo Rules, the Solo Rules shall take precedence

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of 3.3 are allowed.
Any differential and rear end ratio may be used.
Any shock absorber may be used.
Any wheel up to 10" wide and any diameter may be used.
Any anti-roll bar may be used.
Engine does not need to be sealed, but must conform to the appropriate rule set.
Minimum Weight – 1250 lbs with driver.
Any air filter is allowed.
Any ballast is allowed provided it is mounted securely per Solo rules.
Any battery may be used.

Dwarf Car or Legends specific items not required are as follows:

INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.
Seatbelt harness aging requirements
Quick Release steering wheels
Fire extinguishers
Fire Retardant driver's suits and gloves
Neck Braces
Head and Neck Restraints

Current Solo Rules override Dwarf/Legends rules for the following items:

Helmets
Car Numbers
Exhaust system, muffler and tailpipe"

- Per the MAC, the following previously-published proposal pertaining to aerodynamic modifications in class B Modified is provided here for further member review and comment (4384):
  - In Appendix A under Modified Class B (BM) change subsection F to read as follows:

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

    1) Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.

    2) Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.

    3) Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

    4) Flexible ground sealing is permitted on cars 66" or wider at the rear tires and which also meet a weight of 1180 lbs.

    Also change the last sentence of subsection H to read: "All cars must prepare to Formula Atlantic aerodynamic rules *as specified in F*."

- The following amended version of a previously-published proposal is provided here for further member review and comment (new wording shown in bold type):
  - In Appendix A, under Modified Class F, add new subsection A.7 and renumber subsequent items accordingly:

    "7. F5 cars may utilize the Rotax 593 engine, ***1999 and up (bore 76mm, stroke 65.8mm) using 38mm Mikuni roundslide carburetors*** *as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use 25mm intake restrictors. The restrictor specifications are*

as follows:

1.680 inches outside diameter
Thickness 0.020 inches
Slot length top to bottom 1.475 inches
Slot width 1.0 inch = 25.4mm
Slot radius .5 inches

Use of the 2003 and up "HO", "SDI", "RS", & "E-TEC" 593 variants is not permitted." (4425)

The SEB encourages Regional programs to implement this allowance at the local level in 2011, in order to permit drivers of F5 cars using the 593 to participate in the class and to acquire additional data pertaining to the performance of such cars.

- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - BM aero comments (4384)
  - Legends cars in FM (4282, 4290, 4291, 4294, 4306)

FORMULA JUNIOR / F125

- The following rule change proposals have been recommended by the KAC and are published here for member comment:
  - Change 19.1.D.1.f.2 to read as follows:

    "2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a *25-lb* weight penalty." (2056, 3843, 3975, 4006, 4044, 4125)

  - Change the first paragraph of 19.1.D.2 to read as follows:

    "2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK-FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the SCCA Solo Rules Section 19.1 and incur an additional ***25 lb*** weight adjustment." (3843, 3975, 4006, 4044, 4125)

- The KAC and SEB have reviewed the following items, and thank these members for their input:
  - 250cc 4-stroke comments (3852, 3976, 4127)
  - Class naming comments (3977, 4007, 4045, 4046, 4126)

NOT RECOMMENDED

- General: Solo dress code (4343).
- Prepared: Hood scoop allowances (4160). The PAC believes that existing allowances for venting and ducting are sufficient.
- Prepared: Classing of Ultima GTR in XP (3792). The PAC does not feel this car meets the eligibility requirements for the Prepared category (17.0.A). The SEB reminds members that cars of this type may be submitted for review to add to DM and EM, per 18.1.A.1.
- Modified: Motorcycle drivetrains in DM/EM (3329). The MAC has revisited this subject multiple times and based on competitor input the committee continues to feel that this change would not be good for the overall health of the production-based Modified classes. Some vehicles with motorcycle drivetrains may currently be legal in AM or BM.

TECH BULLETINS

1. General: The SEB has determined that the Goodyear Eagle RS AC meets the requirements of Section 13.3 and is thus eligible for use in the applicable categories. (4090)

2. Stock: The following new listings, effective immediately upon publication, have been approved by the SEB:

Lotus Evora (n/a)(2010-2011)	AS (4239)
Porsche Cayman R (2011)	SS (4371, 4283)
BMW 1 Series M Coupe (2011)	AS (4372)
Ford Mustang V6 (2012)	DS (2617, 4004, 4373)]
Ford Mustang Boss 302 Laguna Seca (2012)	Stock exclusion list

3. Stock: The SEB has approved the following reclassifications, effective immediately upon publication per the provisions of 3.2:

   Ford Mustang V6 (2011) – From FS to DS (2617, 4004, 4373)
   Ford Mustang Boss 302 (2012) – From Stock exclusion list to AS (3985)

4. Street Prepared: The previously-published Tech Bulletin (April Fastrack) to add a new listing in BSP for the 370Z is clarified to read as follows:

   Nissan 370Z (all) (2009-2011) BSP

5. Street Prepared: The listing in BSP for the 350Z is clarified to read as follows:

   Nissan 350Z (all)

RALLYCROSS BOARD

RXB MINUTES | April 6, 2011

The RallyCross Board (RXB) met via conference call April 6. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Howard Duncan and Brian Harmer from the National Office.

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

Chairman Cashion called the meeting to order at 7:02pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Brent Blakely reported that the Safety Committee has not met since the last RXB meeting and that the Safety Bulletin (2/10/11) has not yet been distributed to the RallyCross Safety Stewards. Ken Cashion asked to know how the new Safety Steward Training presentation would be distributed. Brent Blakely will have the Safety Committee address distribution. The Divisional RallyCross Stewards (DRXS) have requested that the presentation be available online. The presentation has been used by NEDIV with generally positive feedback. The RXB also discussed an incident that occurred in March, but the discussion of details was limited due to no incident report having been received by the RXB. There was also some discussion as to what constitutes the need for an incident report. Howard Duncan emphasized the value of completing an incident report if there is any doubt. More information is better than too little in evaluating trends.

2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that the new rules timeline has been posted at the RallyCross forums. There has been one rules change proposal submitted pertaining to adjustable sway bar links being allowed in the Stock categories. The Rules Committee discussed this proposal with a consensus towards fewer allowances in the Stock categories.

3. National Championship Committee (Ken Cashion):
   - Western States Championship feedback – Ken Cashion asked for feedback on the most recent National event. Karl Sealander reported that the event went well but requested that the Committee standardize the Supplemental Regulations for the Regionally-hosted National events. The Supplemental Regulations for the event included a new language for cones displaced by wheel spray. No cones at the event were displaced by wheel spray to test the policy. The event used the Class Eligibility Forms for tech and class inspections, however no reclassifications were made.
   - DNS policy – This is a situation that did arise at the Western States Championship and something that has not been defined in the RallyCross Rules or the Supplemental Regulations. Ken Cashion would like to have a reasonable penalty defined for a vehicle that doesn't start a run and will have the National Championship Committee discuss the issue. He also requested that the Rules Committee do the same as it pertains to the RallyCross Rules.
   - National Championship site – The site near Omaha, NE, originally secured for the 2011 National Championship, was sold and is no longer available. This requires that a new site be found for the event with every attempt to retain the same date, but depending on sites and availability the date may also be changed. Howard Duncan discussed several sites being considered. He will be making an evaluation visit to at least one site within the next few weeks. The RXB and the SCCA are attempting to resolve the situation as quickly as possible.

4. Divisional Steward Liaison (Stephen Hyatt): Stephen Hyatt reported that the Divisional RallyCross Stewards had a call on March 24. They are moving to a monthly meeting schedule. They discussed the National Supplemental Regulations changes, in which they liked the parade lap changes but did not like the wheel spray policy. There was discussion of the idea of merging Solo and RallyCross Safety Steward training with one common session and then separating to individual sessions. They would like guidance from the Safety Committee on what constitutes an incident and when an incident report should be filed. There is concern among the Stewards that sanctions are being granted without Steward review or approval. There is also concern that driver's licenses and SCCA memberships are not being checked consistently at event registrations. The Stewards questioned if the RallyCross Rules currently address participants who might be under the influence of *legal* narcotics (medical marijuana or other prescription drugs). In response to a RXB request for a DRXS 'wish list' a few months ago, the Stewards had the following items for RXB consideration: 1) An official landowner's packet. 2) Incentives for individuals to step up to be Safety Stewards and event organizers. 3) Sponsoring and marketing help. 4) DRXS travel costs reimbursement guidance.

5. Forum Activity: Ken Cashion asked that each of the RXB stay aware of topics and discussions occurring at the RallyCross forums.

Old Business

Growth Discussion: In the last RXB meeting, Ken Cashion requested that each RXB member provide 3 to 5 suggestions for growth. He compiled these suggestions and requested the RXB members review all proposals in preparation for a discussion emphasis at the next RXB meeting.

New Business

1. Posting of Minutes Revisited (Stephen Hyatt): Stephen Hyatt brought to the attention of the RXB that Club Racing is planning to release provisional minutes on the forums. This is something that the RXB has wanted to do for some time. Howard Duncan will inform the BOD of the RXB intentions and ask if RallyCross will be given the same provision to post a reduced and provisional format of the monthly minutes.

2. Global Rallycross: Howard Duncan reported that there have been discussions between the SCCA Marketing Department and the primary representative at Global Rallycross regarding trademark infringement or a possible licensing agreement. He indicated that they hope to have a resolution within the next week or two. The RXB discussed the possible value of association with such racing series with the general consensus being that there could be benefits to SCCA RallyCross.

The meeting was adjourned at 9:00pm CDT.

Next meeting: May 4, 2011

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

RRB MINUTES | March 7, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, April 4, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Chuck Hanson and Lois Van Vleet. Eva Ames was not in attendance. Pego Mack, National Office was not in attendance. Bill Kephart, Board of Director Liaison was in attendance.

The Final March 7, 2010 RRB Minutes were approved. (English/Hanson)

Proceedings

1. Rally Liaison updates
Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:
Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands, NC (Feb 26) - English
Arizona, Gullible's Travails, NC (Feb 27) - English
Pittsburgh, Steele Haul, NC (May 14) - English & Ames
Pittsburgh, 1 NC (May 15) - English & Ames
St. Louis, Wilderness Trail, NT (July 16) - Van Vleet
St. Louis, Daniel Boone, NC (July 17) - Hanson
CAST In Stone, NT (July 30) – tentative
Arizona, Global Warming, NT? (Aug 27) - tentative (maybe Regionals?)
Arizona, Copper Mine Trail, NT? (Aug 28) - tentative (maybe Regionals?)
Oktoberally, NC (Sept 17) - tentative
Badger Trails, NT (Sept 18) - Van Vleet
USRRC 2011 California, NGTA TBA (Oct 21) - **Lanz**
USRRC 2011 California, NC Highway Robbery (Oct 22) - **Hanson**
USRRC 2011 California, NT Not My Fault (Oct 23) - **Van Vleet**
Artic Alaska – rumor of a National ???

2. USRRC 2012 & Season Championships (including names of each)
Discussion: Wakemen continued the discussion (from the RRB meeting at the convention and Forum Member posted comments) in the proposal splitting the USRRC and the series into two championships.

Wakemen reviewed the member comment posts on the Forum and felt there were more comments for the split than against. If we move forward, the biggest question is… should the USRRC be counted as a stand alone or should it count for the yearly Championship Series. And should each class get an award and one overall USRRC award. This needs to go to the rules committee for final wording.

Other comments and concerns:
- No worker points for the stand alone event and no series points.
- You have to run all three rallies to be the USRRC National Champion.
- Tour E-L-S, Course E-L-S and GTA trophies, plus an overall USRRC Award?
- Eliminating series points would draw less competitors?

After MUCH discussion and insightful comments from Bill Kephart, the majority of the RRB members would rather the USRRC be left alone for the time being. We need more cars. Until we get 30-50 cars at a USRRC, then we can maybe attract some sponsors.

Discussion: Series Championship having the 70 points rule in the Grand Master and Expert Category only. Eliminate the 70 point rule for the Sportsman and Senior categories and the 70 points would not include worker points. Ask the rules committee for a final version of eliminating the 70 points rule for the sportsman and senior categories. A motion was made to: Article 8.B.4 – Change the final sentence from "Regional rallies may account for a maximum of 70 of these points in each series." to "Regional Rallies may account for a maximum of 70 of these points in each series for competitors in the Expert and Grand Master categories." (English/Hanson) It was approved by all.

English will invite the SCCA VIP's to the 2011 USRRC through Bill Kephart.

3. Newsletters
Discussion: : Renaming ITIS Newsletter was brought up again. Suggestions were Check Point, Road Rally Newsletter – Checkpoint or **"CHECKPOINT, The Road Rally Newsletter (Formerly known as ITIS)"**. Yes, that's it.

4. Rules Committee Report – Rule Book posting
Discussion: The 2011 RRR Book is still not out. The 2010 RRR's are still in affect.

5. Mentoring Committee
Discussion: Hanson volunteered taking on the Mentoring Committee and start developing organizational chart/ideas etc. Wakemen asked for Hanson to send the RRB members a proposed summary of ideas on this committee.

6. Concerns Tracker
Discussion: Wakemen put some instructions together and sent it to Lanz to review. Concerns Tracker currently runs on a server in Wakemen's home. Wakemen is reviewing and modifying some of the code, fields and road maps etc. The software was developed from a software bug tracker. Lanz reported that SCCA has its own Concerns Tracker for Solo and it is very complicated. It would be nice if it was linked to the SCCA website. The Concerns Tracker would also serve as a Long term institutional memory. Stating, it is only as good as the longest serving RRB member.

Wakemen is editing some of the over kill in Concerns Tracker and once he has it in a form friendly format he will email it to the RRB members. All members will need to sign up for an account once we have Concerns Tracker.

7. New Weekend Membership Data
Lanz reported that he is waiting for Rick Meyers to get back to him on a new Weekend Membership Data. It will do two things: You can ask Rick to make an email bast to a set of Weekend Membership members on file from the regions around you. And second, he will do a set of addresses of the Weekend Membership members in your region and area regions. Hopefully it is coming very soon.

8. NER – Results from Covered Bridge Late Submittal Results
Discussion: Discussion of a $50 fine for late submission of rally results was tabled until Pego can give us her perspective on this particular case. It was reported results were sent in too late by the points keeper. According to the RRR's, there is a $50 fine for late results (15 day limit). The Points keeper sent Wakemen an email with the problem and wants a $50 Fine to be accessed. Other concerns: Classes/awards were given out using New England Region rules and not SCCA structure (E-L-S). And the results were sent on unofficial results form and after being told to re-submit and no new results were resent. All agreed to table this discussion until next month.

Old Business
Hanson commented that SCCA made a lot of effort at the convention on Customer Service and 'Give them the Pickle' concept. He proposed a Combined Weekend Membership/Entry Form at the convention. This was tabled until next month to ask Pego where it went.

Hanson continued his 3 Year Rule Cycle proposal. Concern by Wakemen was the RRB members are on a 3 year service cycle. It can be printed on the RRR Book… effective 20XX to 20XX (3 years). This needs more discussion.

Arizona Rally Committee member asked for his suspension to be lifted. Wakemen will ask the original Disciplinary Review Committee members for their recommendations/review of the requirements in the original letter sent.

Lanz suggested that the RRB should have some communication between RallyCross, Solo and Racing. SCCA should appoint Competition Committee made up of members from Rally Cross, Road Rally, Solo and Racing. And the RRB should appoint someone to be on this committee. Lanz will start by asking the other program heads for their comments. Kephart commented that Rick Meyers would be a good contact and stated the other boards are very busy. Maybe a yearly meeting at the Convention was suggested.

New Business – Ran out of time.

Next meeting: Monday, May 2, 2011 at 7:30 pm CST, via conference call.

The meeting was adjourned at 10:04 pm CST (via email, cause our allotted conference call time expired at 10 pm.) (English/ Van Vleet)

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED June 2011

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 3, 2011

The Club Racing Board met by teleconference on May 3, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; Todd Butler, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-06, 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/

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GCR

1. #4720 (CRB) Update Non-metallic chassis requirements
   Modify 9.3.36 as follows:
   "NON-METALLIC WHEEL/CHASSIS CONSTRUCTION
   Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, CSR, DSR, S2*, FS* and FA. *New chassis of non-metallic composite construction shall be proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation. Contact the SCCA national office for a list of the relevant FIA specifications/SCCA requirements.*"

   In 9.1.1.A and 9.1.9.A, delete the second paragraph: "~~New chassis of non-metallic composite construction shall be proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation. Contact the SCCA national office for a list of the relevant FIA specifications/SCCA requirements.~~"

FORMULA

F5

1. (Multiple) Allow Aftermarket Pistons in F500
   The CRB thanks all those who responded to the request for input on aftermarket pistons, resulting in the following rule proposal.

   In 9.1.1.E.14, replace sections H, I and J as follows:
   ~~H. Rotax 494 engine only: Rotax OEM 0.010" overbore piston P/N 887-554 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted.~~

   ~~I. Alternate WISECO piston (#2084PS) is permitted (for Kawasaki engine only).~~

   ~~J. Rotax 493 engine only: Rotax OEM 0.010" overbore piston P/N 420888443 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted.~~

   H. Kawasaki and Rotax 494/493 engines: "OEM Type" replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.E.14.I.

I. Forged pistons

Only the following forged replacement pistons are permitted:

1. Kawasaki and Rotax 494/493,
Kawasaki: Wiseco # 2084M06800
Rotax 494:Wiseco # 2381M06950
Rotax 493: Wiseco # 2436M06950

2 Rotax 593 (standard bore): Wiseco # 2411M07600

3. Rotax 593 (0.010" overbore): Rotax P/N 420889171

J. Overbore pistons

"OEM Type" cast replacement pistons as allowed in 9.1.1.E.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.

1. Rotax 493 engine only: Rotax OEM 0.010" overbore piston (P/N 420888446).
2. Rotax 494 engine only: Rotax OEM 0.010" overbore piston (P/N 420887556).
3. Rotax 593 engine only: see 9.1.1.E.14.I.3.

GRAND TOURING

GT1

1. #4577 (Stephen Wiles) Allow taillight decals GTA when running GT 1.
In 9.1.2.D.10.c, add a new subsection as follows: "*3. Tail lamp decals are permitted only on GTA/ASA/NASCAR type bodies. The decals must be in the approximately stock location and the brake lights must be centered within or behind the decals.*"

IMPROVED TOURING

1. (Multiple) Support for modification of wheel diameter rules
The CRB thanks all those who responded to the request for input on IT wheel diameter rules, resulting in the following rule proposal.

In 9.1.3.D.7.a.1 change as follows:

~~Cars originally equipped with twelve (12) inch wheels may fit thirteen (13) inch wheels. Cars originally equipped with metric 365 wheels may fit fourteen (14) inch wheels, and cars originally equipped with metric 390 wheels may fit fifteen (15) inch wheels. The above-mentioned cars as well as those cars originally equipped with thirteen (13) inch or fourteen (14) inch wheels may fit up to a fifteen (15) inch wheel.~~ Cars may not fit wheel diameters ~~smaller~~ *larger* than those listed on their spec line. ~~All other cars shall retain the wheel diameter fitted as original equipment for their make, model, and type.~~ Knockoff/quickchange type wheels are prohibited. Wheels must be made of metal. ~~Cars classified in ITR may utilize any wheel diameter up to 17" or retain their stock diameter wheels if larger.~~

All ITS/ITA/ITB/ITC cars currently listed in the ITCS with a wheel size less than 15 inches would be changed to 15 inches.
All ITR cars currently listed in the ITCS with a wheel size less than 17 inches would be changed to 17 inches.
The heading on the wheel size column would be changed to "Max Wheel Diameter".

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

FC - ADDITIONAL ENGINES

The CRB requests input from the FC community on whether they would be in favor of adding additional 2.0 liter engines to the class. In each instance, this would happen only after appropriate testing and comparison. Such engines would begin at a disadvantage with the expectation that parity would be achieved over the first 2 years of approval.

MEMBER ADVISORIES

ADVISORY COMMITTEE MEMBERSHIP

The CRB requests members who are interested in serving on an advisory committee to submit a brief resume of their experience and expertise. There are current vacancies on some of the committees. If members are not selected immediately, their resumes will be kept on file for the future. At this time, the Improved Touring advisory committee is in particular need of new members.

IT ADVISORY COMMITTEE REQUEST

The IT advisory committee is seeking dyno information for the ITB Volvo 142e 2.0L. Voluntary submission of dyno charts (engine dyno results are preferred over chassis dyno results) is requested. All such information would be viewed only by committee members.

NOT APPROVED BY THE CRB

GCR

1. #4029/#4157 (Joe Cooley/Chris Current) Allow SCCA Pro License for SCCA National Races
   While we agree that making it easier for a Pro Licensed driver to enter Club Racing events should be pursued, the steps needed to support this change (license application process changes, field training for registrars, crossover financial implications between Club Racing and Pro Racing, GCR changes) will require attention from several departments. Once the operational aspects can be worked out, the CRB will revisit the request.

FORMULA

FA

1. #3636 (Nathan Ulrich) Converted F2000 car rules
   There are sufficient options available for use of this platform and engines. Additionally, it would be extremely expensive to make this package even mildly competitive in FA.

GRAND TOURING

GTL

1. #4599 (Keith Maloney) Return to 24mm SIR at 1900lbs.
   Multiple changes have been implemented to help balance the class. We will continue to monitor performance during 2011 before making any further adjustments.

PRODUCTION

FP

1. #4665 (Barry Perkins) Weight reduction request for FP MGB to 1800lbs
   This car is properly classified at this time.

HP

1. #4572 (Terry Boylan) 88-01 Civic: reduce weight to 2000 lbs weight never increased
   This car is competitive as classified. This car is mechanically identical to the CRX and both are competitive.

SHOWROOM STOCK

1. #4574 (Peter Schwartzott Sr.) Removal of brake dust shields ON ALL SS CARS
   Not within class philosophy

SSB

1. #4595 (Tom Bull) add limited slip diff.
   Addition of limited slip differentials are approved only for factory optional equipment.

SPORTS RACING

DSR

1. #4616 (David Locke) Amendment of Proposed Rule under GCR 9.1.9.A.2.b.
   The writer's amendment to the rule proposed in letter #2786 is to require all new cars in DSR to have a minimum weight of 1000 pounds. This would in effect dictate that all future DSR cars be "large" and would virtually eliminate the design option of building a small and light car. This would make the class more of a spec class than an innovative class which is not in keeping with the long standing philosophy and spirit of DSR.

TOURING

T1

1. #4446 (Jason Berkeley) Alternate Brakes for BMW M3
   The current specification is appropriate.

2. #4533/#4534 (Chris Ingle/Michelle Tennant) Reduce the weight of the standard LS3 Corvette to 3350
   Thank you for your input.

T2

1. #4580 (David Mead) CTS-V header request
   Not within class philosophy.

PREVIOUSLY ADDRESSED

SSC

1. #4649 (Jason Isley) change effective date for B-spec cars
   See May Fastrack.

NO ACTION REQUIRED

GCR

1. #4608 (Bill Seifert) Do not combine SSB and SSC at the Runoffs
   The determination of which classes will qualify and/or race together is not based solely on how many cars were entered at last year's Runoffs; there are several criteria taken into account. Changes in groupings will be made only if entries in certain classes are well outside our expectations. These will be examined in mid-August.

2. (Multiple) SFI 38.1 requirement of proposed HNR requirement
   Thank you for your input. Your concerns have been conveyed to the Board of Directors.

3. #4645 (Chuck Baader) Support Head and Neck Restraint
   Thank you for your input. Your support for the proposed requirement has been conveyed to the Board of Directors.

4. #4686 (Tom Burt) Thank your SRF/S2 reconsideration
   Thank you for your input.

5. (Multiple) Oppose Weight marking Item #4350
   Thank you for your input. Some aspects of the proposed rule may be modified.

6. #4714 (Jason Berkeley) Revise Runoffs Schedule to separate T1 and STO more
   There is no guarantee that cars may be run in multiple classes at the Runoffs. You may be able to arrange with the Chief Steward and Tech to exempt your car from impound (except for weight) for the first race and have any changes needed for the second race monitored by Tech. After the second race, the car would be impounded for both classes.

7. #4792/#4814/#4816 (Brian Kleeman/Bill Steinhoff/Richard Baldwin) Don't combine T2 with T3
   There is no guarantee that cars can be run in multiple classes at the Runoffs. In this case, competitors may run both classes but split qualifying sessions between them since their races are separate. Changes in groupings will be made only if entries in certain classes are well outside our expectations. These will be examined in mid-August.

FORMULA

F5

1. #4771 (Paul Viacrucis) Supports 600cc Sport Bike Engines in F500
   Thank you for your letter of support for the 600cc motor cycle engine in F5. This option is still in the development stage. Additional data is expected to be presented in the near future.

FB

1. #4566 (Richard Cottrill) Gear Changer rules
   Thank you your input. Please refer to letter #3101 in the March Fastrack. At this time there is no guaranteed method to prevent and detect the use of sophisticated computer controlled shifting if there are any electronic components in the shifting system.

2. #4724 (Russ Werner) FB Shifter rule proposal
   Thank you for your letter of support for the recommended rule change in letter #3101 and taking the time to explain your thinking.

IMPROVED TOURING

1. #3616 (Bill Stevens) Request clarification of the method to determine the new weight.
   Mr. Stevens has been contacted by an IT advisory committee member regarding this issue.

2. (Multiple) Support for removal of inconsequential items
   Thank you for your input.

3. #4476/#4532 (Lawrence Cooper/Les Chaney) Oppose #3193, Removal of some inconsequential items.
   Thank you for your input.

SUPER TOURING

STL

1. #4626 (Tyler Raatz) STL valve clarification
   See TB 11-06, letter #4813. This clarifies that all replacement parts must be of the same dimensions and materials as OEM parts, unless other ST category or class rules allow deviations. 9.1.4.G.4 allows valves to be of other materials (except titanium).

SPEC MIATA

1. #4531 (Harry Manning) Request Revision to Muffler Rule Change
   Thank you for your input. The rule is correct as written. The dimensions refer only to the muffler body, not any of the pipes, flanges, etc. that may be part of the assembly.

2. #4676 (Larry Mendez) Steering Rack Shim question
   Shimming of the steering rack is not permitted. The rule is correct as written.

SUPER TOURING

1. (Multiple) Support request #3602: Allow alternate brakes in STL
   Thank you for your input

2. #4462/#4480 (Dana Hullinger/Alan Lesher) Oppose #3602 9.1.4.3.E.1 Allow Alternate Brakes in STL
   Thank you for your input

STO

1. #4467 (Tom Wilson) Remove restrictor from 8000 cc Viper
   See letter #4787 in TB 11-06.

SHOWROOM STOCK

SSB

1. #4393/4569 (David Mead/Peter Schwartzott Sr) Request weight reduction for civic si 06-
   See letter # 4555 in TB 11-06

SPORTS RACING

CSR

1. #4600 (Carl Liebich) Deny raising 2 cycle maximum from 1350 to 1470cc
   Thank you for your well thought out letter on the 2 cycle displacement increase for CSR. The Formula and Sports Racing advisory committee does not think the 2 cycle engine would exceed the performance of the established 4 cycle engines and that potential and usable HP must be considered when looking at the 2 cycle engines.

DSR

1. #4611 (Ted James) weight limit change to 1000lbs minimum
   Thank you for your input. Please see letter #4616 in the Not Approved section above.

2. #4618 (Craig Bradley) Leave the DSR weights as they are now.
   Thank you for your input.

3. #4621 (David Locke) Clarification of CRB Letter #4616 DSR weight
   Section 9.3.50 of the GCR covers the inclusion of the weight of the driver and including it elsewhere is redundant.

   9.3.50. WEIGHT
   All cars shall meet or exceed the minimum weight specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session.

4. #4669 (Jon Staudacher) CRB Letter 4616
   Thank you for your thoughtful letter. Your commitment and effort you have put into building DSR race cars that take full advantage of the existing rules is evident. See the response to letter #4616 in the Not Recommended section above.

RESUMES

1. #4150 (Joe Griffin) Resume for F-SR advisory committee
   Thank you for your resume. It will be considered with others when there is another vacancy on the Formula and Sports Racing advisory committee.

2. #4458 (Rob May) Resume for T-SS advisory committee
   Thank you for your resume. Mr. May has been added to the Touring and Showroom Stock advisory committee.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2011
NUMBER: TB 11-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 6/1/11 unless otherwise noted.

GCR

1. #4623 (John Bauer) Clarify SafeRacer Logo Requirement
   In 9.3.29.C, after "Effective 3/1/2010 for SCCA National Races, the SCCA Field Logo will consist of the National Series Logo (Figure 4A).", add: "*The logo shall come from the SCCA National Office and be unaltered.*"

Formula
FF

1. #4637 (Douglas Brenner) Request Larger restrictor for Fit engine
   In 9.1.1.D.3.k.5, change ~~29.0mm~~ to *29.5mm*.

Grand Touring
None.

Improved Touring
ITB

1. #4248 (Kirk Knestis) Correct the weight of the 93-97 VW Golf in ITB
   In 9.1.3, ITB, Volkswagen Golf III (93-97) and Volkswagen Jetta III (93-97), change weight from ~~2350~~ to *2395*. [These cars were originally classified with an incorrect adder applied.]

Super Touring
ST

1. #4652 (Ian Stewart) Request change for cars/engines with Electronic Throttles
   In 9.1.4.G.6, add the following: "*Alternately actuated throttle bodies may be considered on a case by case basis.*" [For example, replacement of a fly-by-wire system might be allowed to be replaced by a conventionally actuated system.]

2. #4737 (Greg Amy) Porting Rule Clarification
   In 9.1.4.G.15, change as follows: "~~The intake and exhaust ports may be ported in STO and STU unless otherwise noted at a 1 percent weight penalty. The valve guide may be machined as part of this porting.~~ The intake manifold may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s). ~~STL must conform to the STL specific cylinder head rules.~~"

   In 9.1.4.1.E, add a new subsection: "*4. The intake and exhaust ports may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting.*"

   In 9.1.4.2.B, add a new subsection: "*3. The intake and exhaust ports may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting.*"

3. #4738 (Greg Amy) Engine Compression Rule Clarification
   In 9.1.4.G.17, change as follows: "To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined. ~~Compression is limited to 12.0:1 for STO and STU and 11.0:1 for STL. If an STL eligible car has an OEM compression ratio higher than 11.0:1 the vehicle may retain the OEM compression ratio.~~"

   In 9.1.4.1.E, add a new subsection: "*5. Compression ratio is limited to 12.0:1.*"

   In 9.1.4.2.B, add a new subsection: "*4. Compression ratio is limited to 12.0:1*."

   In 9.1.4.3.B, add a new subsection: "*5. Compression ratio is limited to 11.0:1. If an STL-eligible car has an OEM compression ratio higher than 11.0:1 the vehicle may retain the OEM compression ratio.*"

4. #4739 (Greg Amy) Rules Clarification - Flywheels/Clutches
   Delete 9.1.4.G.11: "~~The ring gear diameter must be the same as the production flywheel. Flywheels shall be ferrous or~~

~~aluminum, but are otherwise free. For STO and STU, clutch and pressure plate design is free, but see individual class specifications for material restrictions. For STL, stock diameter flywheel, clutch and pressure plate must be used.~~"

In 9.1.4.1.F.1, change as follows: "*Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free*. Carbon clutches are permitted."

In 9.1.4.2.C.1, change as follows: "*Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free, however* ~~C~~carbon clutches are not permitted."

In 9.1.4.3.C.1, change as follows: "*Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free, however* ~~C~~carbon clutches are not permitted."

5. ~~#~~4786 (Matt Slavens) classification of modified lotus 211
   In 9.1.4.1.I, add *Lotus 211/Exige/Elise/3500/2450///*

6. ~~#~~4787 (Rob May) Clarify STO Viper spec lines
   In 9.1.4.1.I, Dodge Viper 8300cc and Dodge Viper 8400cc, Notes: delete "~~55mm flat plate restrictor required.~~" and change restrictor from ~~60mm~~ to *55mm*.

   In 9.1.4.1.I, Dodge Viper 8000cc and 7990cc, change weights to *3300* and restrictors to *65mm*.

7. ~~#~~4789 (CRB) Review letter 4352
   Effective upon publication:
   Delete 9.1.4.1.D.1 and renumber following subsections, delete 9.1.4.2.B.2, delete 9.1.4.3.B.2 and renumber following subsections.

   Add 9.1.4.G.20 as follows: *"All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free.*"

   [Note: these changes were previously submitted as rules changes for 2012, however, because the current rules cause all cars to be non-compliant, these changes are effective upon publication.]

8. ~~#~~4813 (CRB) Clarify replacement parts allowance
   In 9.1.4.A, add a new paragraph to clarify allowances: "*Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in the Super Touring category or class rules.*"

STO

1. ~~#~~4780 (James Burke) Classify new car
   In 9.1.4.1.I, add *Porsche Cayman (2005-11)/3600/2875///*

2. ~~#~~4790 (Rob May) Add 1997-2002 Audi S4
   In 9.1.4.1.I, add *Audi S4 (1997-2002)/2700/3000//Twin K04 turbos permitted/*

STU

1. ~~#~~4588 (Peter Keane) STU table clarification
   In 9.1.4.2.H, add title to second table: "*Alternate vehicle allowances*". Move table before blank Notes page.

2. ~~#~~4788 (Rob May) Addition to ineligible cars for STL
   In 9.1.4.3.B.1, add to the ineligible car list: "*, Lotus 2 eleven*".

Production

EP

1. ~~#~~4521 (Jonathan Leitner) Allow replacement of fly by wire throttle body on 2.5 ltr. BMW Z3
   In 9.1.5, EP, BMW Z3 2.5L, add to notes: "*Alternate throttle body from BMW 92-95 325i part number 13541748105 permitted only with Turner Motorsports adapter plate part number TEN9990850 to replace drive-by-wire throttle body.*"

2. #4749 (Jesse Prather) Add 2010-2011 to MX5 spec line
In 9.1.5, EP, Mazda MX-5 (06-09), change the model years to (06-*11*).

HP

1. #4236 (Jesse Prather) Classify Mazda 2
In 9.1.5, HP, add:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Mazda 2 (2007-11)	*2*	*1900 *1948 **1995*	*4 Cyl. DOHC*	*78 x 78.4*	*1499*	*Alum*	*Alum*	*(I) 29.2 (E) 25.9*	*Fuel injection 60mm throttle body*	*90.0*	*62.55 / 62.14*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Mazda 2 (2007-11)	*15 x 7*	*5*	*(F) 259 /10.2 (R) 201/7.9*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .390".*

2. #4438 (Buddy Norton) Add the Datsun 210 1.3 to the eligibility list
In 9.1.5, HP, Nissan/Datsun 210 (79-82), add to Notes: "*Alternate engine permitted with Bore and Stroke: 75mm/70mm, Displacement: 1237cc, Valve Diameters: IN 35.0 mm, EX 30.0 mm.*"

3. #4750 (Jesse Prather) Yaris specs
In 9.1.5, HP, Toyota Yaris (06-09), add to Notes: "*Comp. Ratio limited to 11.0:1, Valve lift limited to .390".*"

American Sedan

None.

Showroom Stock

SSB

1. #4555 (Peter Schwartzott Jr) request to reduce the weight of the Civic to 2995lbs
In 9.1.7, SSB, Honda Civic Si (06-09), change weight from ~~3050~~ to *3000*.

SSC

1. #4648 (Jason Isley) B-spec questions
Thank you for your input on vehicle weights. The wheel offset has already been removed. Any traction control systems for which there is no manufacturer provided defeat mechanism must remain operable.

In 9.1.7.D.34, change the model years of the Toyota Yaris from "~~2010~~-2011" to "*2007*-2011".

Spec Miata

1. #4488 (Kevin Foote) Bilstein part number change
In 9.1.8.C.4.a.1, after "B46-1488" add " *or 24-014885*" and after "B46-1489", add "*or 24-014892*". [These changes reflect a new Bilstein part numbering system; there is no change to the parts.]

2. #4617 (Jim Drago) Allow the Cusco limited slip
In 9.1.8.C.3.b, add the following: "*Alternate MAZDASPEED #0000-02-5500 limited slip differential is permitted.*" [The previously specified differential is no longer available.]

Sports Racing

DSR

1. #3548 (Stan Clayton) Request SIR size increase for DSR
In 9.1.9.A.2.b, DSR engine table, modify as follows: "Any GTL engine prepared to GTL engine specifications.~~, with individual runner restrictors or SIR, if required.~~ *For restricted engines, 25.5mm SIRs for 4 valve engines and 26.5mm SIRs for 2 valve engines are required.*"

Touring

T1

1. #4628 (CRB) Remove TBD for Camaro
In 9.1.10, T1, Chevrolet Camaro SS (98-02), Notes, delete "~~Factory optional oil cooler (P/N 52452158) and associated plumbing parts are permitted.~~" and delete "~~(P/N TBD)~~", twice. [Oil coolers are now permitted for all T cars.]

2. #4809 (CRB) Ferrari 360 adjustment
In 9.1.10, T1, Ferrari 360 Modena & Challenge (00-02), change weight from ~~2825~~ to *2875*.

T2

1. #4552 (Alex Brand/David Krugman) Integrate "2006" model year to "07-10" Exige S Line
   In 9.1.10, T2, Lotus Exige S / S220 / S240 / Elise SC (2007- 2010), add to Notes: "*Lotus Exige (2006) may be supercharged by meeting all specifications in this classification.*"

2. #3818 (Rob May) Clarify BMW M3 in T2
   In 9.1.10, T2, BMW E92 M3 (08-09) BMW M3 GTS (2010), correct as follows: "~~BMW M3 GTS (2010)~~", "~~92.0/82.0 4361~~", "or *DCT* 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00", "or *DCT* 3.15", "~~or F:378x32 R:380x28~~", "3700*, 3775 with DCT*".

   [Only the base model M3 should have been classified. Clarify that the 3.15 final drive is permitted only with the DCT transmission.]

3. #4519 (Mark Wilson) Correct T2 Part numbers in the GCR
   In 9.1.10, T2, Ford Mustang GT 5.0L (2011-12), Notes, correct as follows: "Spring Kit #M-5300-*A (M-5310-A front, M-5560-A rear),*" and "Swaybar Kit #M-5490-*A*".

4. #4659 (CRB) T2 2011 Mustang GT Restrictor addition
   In 9.1.10, T2, Ford Mustang GT 5.0L (2011-12), add to Notes: "*65mm flat plate restrictor required.*"

5. #4805 (CJ Moses) Add weight spec lines for both the 5-speed and Dual Seq Trans
   In 9.1.10, T2, Mitsubishi Lancer Evo X / GSR / MR (08-11), change weight from "~~3530~~" to "*3480 or 3580 with paddle shifter*"

CLUB RACING BOARD MEMORANDUM

DATE: May 20, 2011
FROM: Club Racing Board
TO: SCCA Members
SUBJECT: Committee Resume Solicitation

The SCCA Club Racing Board seeks resumes of members interested in serving on one of the Advisory Committees. There are nine category-specific committees, including:

American Sedan
Formula/Sports Racing
GT
Improved Touring
Production
Spec Miata
Super Touring
Touring
GCR

Interested parties should submit a resume to http://www.crbscca.com/.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
David Brand vs. SOM Ref. No. COA 11-01-SE
April 14, 2011

FACTS IN BRIEF
On March 19, 2011 following qualifying on the first day of the Double National at Road Atlanta, Jeff DeGrieck, driver of T2 # 64, protested David Brand, driver of T2 # 36, alleging his car was non-compliant, citing GCR 9.1.10 .TCS Sections: E (Car Classification); D.4.b.1. (Final Drive); D.1.a.3. (Engine Modification); D.1.c.1. (Fuel System); D.8 .a.1. (Body Structure). The protest specifically requested inspection of the following: "gear ratio, final drive, supercharger pulley, fuel injectors, removal of a rear panel and air Intake". The Stewards of the Meeting (SOM) Geoff Churchill, Al Malone, and Robert Horansky, Chairman, met, heard testimony; and contacted by telephone: the nearest authorized Lotus dealer; David Gomberg, member SCCA Club Racing Board (CRB); and Fred Clark, SEDiv Divisional Administrator for Tech. The SOM also had Inspections made by the Atlanta Region Tech crew.

During the inspection of Mr. Brand's car, it was discovered that the car was a 2006 Exige car with a supercharger. The 2011 GCR TCS-T2 has no classification for a 2006 Exige car with a supercharger. Mr. Brand was allowed to race on both Saturday and Sunday pending the decision of the SOM. The SOM ruled that the car was unclassified. Inspection also showed that the car had non-stock heat shield tape on the air intake and the rear body panel covering the muffler was missing. Both items were ruled non-compliant. Mr. Brand's competition license was assessed 2 penalty points and he was moved to last place finisher for both his Saturday and Sunday races. Mr. Brand appealed the decision.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on April 14, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from David Brand, received March 30, 2011.
2. Official Observer's Report and related documents, received March 31, 2011.
3. Witness statement from Robert Horansky, Chairman SOM, received April 11, 2011.
4. COA conference call on April 14, 2011 with Bob Dowie, Chairman SCCA CRB and David Gomberg, member SCCA CRB.

FINDINGS
Mr. Brand did not provide any new evidence in his appeal. The Observers Report indicates the SOM did a thorough job inspecting the vehicle and investigating the year and model of the car. The CRB further confirmed that the supercharged model of the 2006 Lotus Exige is not listed in the 2011 GCR TCS-T2. Also, the CRB confirmed that the rule is written as the CRB intended and there is no Error or Omission to correct. The COA finds no reason to disallow the evidence used by the SOM in arriving at their decision.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Brand presented no new evidence and the Court deems his appeal not well-founded. Mr. Brand's appeal fee will be retained by SCCA.

Appellants are reminded that the Court of Appeals normally requires new evidence that was not available to the First Court as a basis for a well-founded appeal. Procedural errors by the First Court also may form a well-founded appeal. Simply asking for a second opinion without basis is not well-founded.

TIME TRIALS ADMINISTRATIVE COUNCIL

Date: April 21, 2011
From: Time Trials Administrative Council
Subject: Errors and Omissions – 2011 Time Trials Rules

Rule change effective 6/1/2011
Time Trials Rules

(Dave Deborde) Correct Omission in 11.2 Club Trials (Level 2)

Roll bars or cages will NOT be required in those cars prepared to Stock, Street Prepared, Street Touring or Street Mod specifications as found in the Solo rules, except for Convertibles and Targa* top automobiles. These cars must have either a roll bar meeting Section 11 of the TTR, *a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups),* or a factory hard top using the factory mounting hardware and mounting points. *Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement).* Targa* top (and T-top) automobiles may forgo the roll bar requirement under the condition that the Targa bar meets the height requirement set forth in 11.2.1.B. Any convertible that runs with a TTR legal roll bar must do so with convertible top down and in the latched position. Any car modified beyond any part of those rules must be equipped with a roll bar minimum. This includes cars prepared to the Solo classes of Prepared or Modified. Any car built to a GCR class MAY NOT interchange preparation rules to circumvent the roll bar requirement (for example, even though an IT car may run in the Street Prepared Classes at a Solo event, it does not qualify for the roll bar exception in this case, and must have a roll bar to run any Time Trials event.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 16-17, 2011

The Solo Events Board met in Kansas City April 16-17. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, Ryan Miles, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

SAFETY

- The following rule change proposal has been recommended by the SSC and is being published for member comment (4326):
  - Add a new subsection to 1.3.2 Other Operating Requirements as follows:

    "U. Competitors are responsible for using proper support (e.g. jack stands or other similar means) to safely support a raised vehicle. Jacks used alone are not sufficient."

    Note: this is simply codifying a safety requirement which has been understood for many years.

GENERAL

- The following change to the previously-published sound policy has been approved by the SEB:
  - Change the last paragraph to read:

    "Directing the exhaust away from the sound meter can be considered unsportsmanlike conduct and may be referred to the Chief Steward for action under 1.3.2.L."

- The following rule change proposal is being published here for member comment:
  - Change section 9.4.1 Penalties to read as follows:

    "9.4.1 Penalties
    The penalties in increasing order of severity are as follows:
    9.4.1.1 Reprimand
    A reprimand against an SCCA member shall be noted in the official results of the event
    9.4.1.2 Time or Position
    Penalties expressed as addition of time or loss of finishing position may be imposed.
    9.4.1.3 Disqualification from Competition
    Disqualification from competition may be imposed on an entrant, driver, or car.
    9.4.1.4 Probation
    Probation of SCCA Solo competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA Solo event, until such time as it is lifted.
    9.4.1.5 Suspension
    Suspension of SCCA Solo competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA Solo event until such time as it is lifted.
    9.4.1.6 Expulsion from SCCA
    Expulsion from the SCCA may be imposed as provided by the SCCA by-laws."

- The following group of rule change proposals, intended to be implemented as a package, is being published here for member comment:
  - Modify 4.1.D to read as follows:

    "D. The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat. *For this purpose the event organizer is defined as:*

    Regional event: event chairman or region Solo chairman

    Divisional Event: Host Region RE or Divisional Solo Steward

    National Tour and Championship events: Committee of Vice President of Rally/Solo, Event Chairman and SEB Chairman

    Pro Solo: Vice President of Rally/Solo or designee."

- Add a new paragraph to 8.3.9 Notifications as follows:

  "If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the PC Chairman will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty, background information, and any appeals to the NAC."

- Change 10.8 to read as follows:

  "10.8 PUBLICATION AND EFFECT OF DECISION

  The SCCA will distribute all final NAC decisions, including the names of all parties concerned. Persons, entrants or organizations referred to in each said decision s hall have no right or action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the AC shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the AC shall be effective immediately as stated in its decision. *If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the NAC will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty."*

- The following rule change proposals have been reviewed by the SEB and are being published here for member comment:

  - Change section 4.9 to read as follows:

    "4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES

    A. A class is eligible for a National Championship when:

    1. At least 12 competitors, combined between Open and Ladies, participated in the prior year's Nationals or

    2. At least 18 competitors, combined between Open and Ladies, participate in the current year's Nationals.

    B. A National Winner will be declared when the conditions above are not met."

    Comment: The proposed 4.9 rule change eliminates the requirement for the SEB to take action when a class falls below the minimum participation level of 17 competitors (combined) in Open and Ladies at the National Championship event. However, classes which have a low participation level as described in the proposed rule will not be eligible for a National Championship.

  - Change section 11 to read as follows:

    "11. AWARDS

    A. Awards shall be presented to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof (e.g., six awards for 18 entrants).

    B. At the Solo Nationals, a National Championship award will be presented when a competitor competes in a National Championship eligible class which has 3 or more participants."

- The following rule change proposal is published here for member comment:

  - Change the third paragraph of 6.10 to read as follows:

    "All vehicles in classes subject to weight requirements and in trophy positions as determined by the official results will be weighed. If there is any question about compliance with weight requirements, the vehicle will be weighed in both directions."

STOCK

- The following classing change proposal is published here for member comment:
  - Move from DS to FS: Ford Mustang V6 (2012) *Comment*: this move is linked to the published proposal to move a variety of other cars to DS from either GS or FS. The desired result is that the '11 Mustang V6 and those other cars (Genesis V6, G35 coupe, Infiniti G37 coupe, '10-'11 Camaro V6, '10-'11 Challenger V6) will be classed together in DS or not moved from their current classes.

STREET PREPARED

- Per the SPAC, the following classing change proposal is submitted for member comment:
  - Based on feedback received from the membership the SPAC feels that it is time for additional Street Prepared class to be added to the category. This class will fit between the current CSP and BSP classes by creating a new class designated S (Super) Street Prepared. Cars currently classed in ASP will be moved to SSP, designated cars classed

in BSP moved to ASP , and several cars classed in CSP moved to BSP. This will leave BSP to be filled with popular 2 and 4 seat sports cars and sports sedans like the BMW M3, Nissan 350Z, Honda S2000, Chevy Corvette (C4), Mazda RX8, Audi TT, and other cars of similar drive train configurations and/or performance potential. Classes DSP, ESP, and FSP remain unchanged.

This proposal also addresses the issues of the Evo and STi, which are currently classed in BSP. The membership has repeatedly requested action on the so-called "rally cars," but member feedback has also repeatedly opposed moving them to ASP.

The details of the proposed new listings are shown below:

Street Prepared Class S-Super (SSP)

Chevrolet
- Corvette '97-'04 (C5 Chassis)
- Corvette '05-'11 (C6 Chassis)

Dodge
- Viper

Elva
- Courier

Ferrari
- 355
- 360
- Dino 206 & 246 (all)
- F430 (all)

Ford
- GT

Griffith
- (all)

Lotus
- 7 & 7A
- Elan (RWD)
- Elan M100(FWD, all)
- Europa (all)
- Elise, Exige, & Exige S ('05-'11)
- Elite 2+2 & Elcat
- Esprit (4-cyl, all)
- Esprit (V8)

Morgan
- V8 all
- +4 (2138cc, all)

Nissan
- GT-R (R35)

Porsche
- 911 Turbo (AWD)
- 911 GT2 ('02-'05)
- 911 GT3 (996 & 997, all)
- 911 (3.6L air-cooled, non-turbo)
- 911 Turbo & 930 (to 3.3L)
- 911 Turbo & Turbo S (3.6L air-cooled)

Tesla
- Roadster ('08-'11)

TVR
- 4-cyl & 6-cyl (all)
- V8 (all)

Sports cars over 2.0L not otherwise classified.
(See section 15.1.C for update/backdate limitations)

Street Prepared Class A (ASP)

BMW
- 128 & 135 ('08-'11)
- 328 & 335 ('06-'11)
- Z4 35i & 35is (Coupe & Roadster)
- Z8

Bricklin
DeLorean
DeTomaso
- Mangusta (all)
- Pantera (all)

Dodge
- Stealth Turbo

Ferrari
- 250 (non-LM)
- 275
- 308 Coupe & Spider
- 330
- 365 Daytona GTB & GTC

Jaguar
- E-type (all)

Mazda
- MazdaSpeed Miata
- RX7 (‘93-’95)

Mercedes Benz
- CLK 320 & CLK 32 AMG

Mitsubishi
- Lancer Evolution XIII & IX (‘03-’07)
- Lancer Evolution X & RalliArt (‘08-’11)
- 3000GT Turbo

Nissan
- 370Z

Pontiac & Saturn
- Solstice GXP & Sky Redline

Porsche
- Boxster & Cayman (all)

Shelby
- Cobra 289

Subaru
- Impreza WRX STI (‘04-’07)
- Impreza GT, WRX, & WRX Sti (‘08-’11)

Sunbeam
- Tiger 260 & 286

Toyota
- MR2 (all incl. Turbo) ‘91-’95
- Supra Turbo (‘93.5-’98)

Street Prepared Class B (BSP)

Audi
- TT (1.8T, FWD & Quattro)
- TT (3.2L, Quattro)
- Quattro Turbo Coupe

BMW
- M Coupe, M Roadster, & Z3 (6-cyl)
- M3 (E36 chassis, all)
- M3 (E46 chassis)
- Z4 30i

Chevrolet
- Corvette (‘53-’54)
- Corvette (‘55-’57)
- Corvette (‘58-’62)
- Corvette (‘63-’67)
- Corvette (‘68-’82)
- Corvette (‘84-’96) (all)

Chrysler
- Crossfire & Crossfire SRT6

Honda
- S2000 (All)

Mazda
- RX-7 Turbo (‘86-’92)
- RX-8

Nissan & Datsun
- 240Z, 260Z, 280Z
- 280ZX & 280ZX Turbo
- 300ZX Turbo (‘84-’89)
- 300ZX Turbo (‘90-’96)
- 350Z

Pontiac
- Fiero (V6)
- Firebird Firehawk SLP (‘90-’92) (3rd gen, 383cid)
- Firebird Firehawk SLP (‘93-’02) (4th gen, 383cid)

Porsche
- 911 (3.2L max, non-turbo) (‘65-’89)
- 911 Carrera 2
- 911 Club Sport
- 911 (non-turbo, NOC)
- 914/6 (all)
- 924 (all incl. Turbo)
- 944 (all incl. Turbo)
- 928
- 968

Saleen
- Mustang S281E & Mustang (NOC)

Toyota
- MR2 (all incl. Turbo) (‘91-’95)

Triumph
- TR-8

Street Prepared Class C (CSP)

BMW
- Z3 (4-cyl)
- M3 (E30 chassis)

Datsun
- Roadster (1500, 1600, & 2000)

Fiat
- Abarth (all)
- 124 Spider (‘75-’78) & 2000 Spider (non-Turbo)
- 2000 Spider Turbo

Honda
- Civic (1.5L) ‘84-’87
- Civic & CRX ‘88-’91
- CRX (1.5L) ‘84-’87

Jensen-Healey

Lancia
- Scorpion

Lotus
- Cortina
- Elite (1216cc)

Mazda
- MX-5 Miata (‘90-’05)
- MX-5 (‘06-’11)
- RX-2 & 616
- RX-3, RX-3SP, & 808 Mizer
- RX-7 (non-turbo) ‘78-’85
- RX-7 (non-turbo) ‘86-’92

Mercedes Benz
- 190E 16v

Morgan
- 4/4

Pininfarina
- 2000

Pontiac & Saturn
Solstice & Sky
Porsche
356 & 1600
924S & 944 (8v)
Carrera (4-cyl only)
Toyota
MR2 & MR2 Supercharged ('85-'89)
MR2 Spyder ('00-'05)
Supra ('79-'81)

Sedans over 1.7L & under 3.0L not otherwise classified.
Sports cars under 2.0L not otherwise classified.

(See Section 14.1.C for update/backdate limitations.)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 27, 2011

The Solo Events Board met by conference call April 27th. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, and Dave Hardy; BOD members Dick Patullo and John Walsh; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

AWARDS

- The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners can be found Appendix V of the Solo Rules.

STOCK

- Per the SAC, the following rule change proposal is provided for member comment:
  - Change 13.8.E to read as follows:

    "*If offered by the manufacturer for a particular model and year*, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification." (3801, 3827, 4142, 4152, 4205)
- Per the SAC, the origin of Stock sway bar rule was an allowance to improve vehicle dynamics at a time when sway bars were not commonplace in new cars, and RWD was the most common layout in the automobile industry. FWD and AWD are common today, and throughout the years there have been comments pointing out that FWD cars would benefit more from a rear sway bar change. In an effort to broaden the field of competitive vehicles across the entire range of the Stock classes, the SAC would like to introduce the option of changing or adding the front OR rear sway bar. The committee believes this promotes the core values of the club by increasing participation with broader choices of competitive models, improved tire wear and improved handling for specific vehicle drive trains. To that end, the following rule change proposal is submitted for member comment (4530):
  - Change 13.7 to read as follows:

    "13.7 ANTI-ROLL (SWAY) BARS

    A. Substitution, addition, or removal of *a single* anti-roll bar and supporting hardware (brackets, end links, bushings, etc.) is permitted.

    B. Substitution, addition, or removal of an anti-roll bar may serve no other purpose than that of an anti-roll bar.

    C. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

    D. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

- Per the SAC, the following classing change proposal is published for member comment:
  - Nissan GTR from exclusion list to SS (4560)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - AS proposal (2448, 2493)

STREET TOURING

- The STAC has provided the following proposed Appendix A detailed listings, which are intended to accompany its previously-published (February) proposed category rules re-organization. As called out in Appendix A, only cars which are specifically classed are eligible for competition at National Tours, Divisionals, and the National Championships. Competitors currently competing in a car that is covered by an "NOC" classing are advised to request specific classing in order to maintain eligibility. Specific class names are still under discussion by the STAC.
  - Change the Appendix A listings under STREET TOURING CATEGORY to read as follows:

ST "New"

Only cars listed below are eligible:
MINI Cooper (non-S)
Mazda 3
Acura RSX
Toyota Corolla (98-2011)
Scion tC, xA, xB
Mazda 2
Honda Fit
Ford Fiesta
Toyota Yaris
VW Golf 2.5
Honda CR-Z
Honda Civic (2001-2011)(non-Si)

ST

Only cars listed below are eligible:
Honda Civic (84-2000)
Acura Integra (86-2001)
Sentra SE-R (91-94)
Nissan NX2000 (91-94)
Toyota Celica (86-2005)
Dodge/Chrysler Neon
Subaru Impreza 2.5 RS (98-2001)
Nissan 240SX
Toyota Corolla FX16
Audi A4 1.8T
Audi TT Coupe and Roadster (non-quattro)
Mazda 323 GT & GTX
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)
Volvo S40 (non-T5) & V40
Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

STS

Only cars listed below are eligible:
Honda CRX
Honda del Sol
Mazda Miata (1990-97, non-Torsen equipped)
Mazda RX-7 (non-turbo, viscous lsd equipped)
Toyota MR2 (1985-89)
BMW Z3 4 cyl.
Toyota MR2 1991-1995 (non-turbo)
Pontiac Fiero (4-cyl)

STX

Only cars listed below are eligible:
Audi A3, A4, & TT Quattro
Acura Integra Type R
BMW M3 (E30 chassis) (1988-91)
Chevrolet Cobalt SS (Turbo)

Chevrolet Camaro (up to 5.0L)
Ford Mustang (up to 5.0L)
Honda Civic Si (2006-10)
Mazda RX-8
MazdaSpeed Protégé
Mazdaspeed 3
Mazdaspeed 6
MINI Cooper S & Cooper S JCW
Nissan Sentra SE-R Spec V
Pontiac Firebird (up to 5.0L)
Subaru Impreza WRX (2.0LTurbo, non-STI)
Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)
Volkswagen R32
Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

STU

Only cars listed below are eligible:
Audi S4
BMW 3 Series (E90 chassis, including M3) (2006-10)
BMW M3 (E36 chassis) (1995-99)
BMW M3 (E46 chassis) (2000-2005)
BMW 135i
Chevrolet Camaro (over 5.0L)
Ford Mustang (over 5.0L)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (all)
Pontiac GTO
Pontiac Firebird (over 5.0L)
Subaru Imprezza WRX STI
Volvo S60R
Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

STR

Only cars listed below are eligible:
BMW M Coupe & M Roadster (1998-2000)
BMW Z3 (non-M)(6-cyl)
BMW Z4 (non-turbo, non-M)
Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)
Honda S2000
Mazda Miata (non-MazdaSpeed)
Mazda MX-5 Miata (2006-09)
Mazda RX7 (non-turbo, NOC)
Nissan 350Z
Pontiac Fiero (6-cyl)
Pontiac Solstice (non-turbo)
Porsche 911 Carrera (3.2L) (1984-89)
Porsche 924, 944 (non-turbo) & 968
Toyota MR2 Spyder
Saturn Sky (non-turbo)
2-seat sports cars and sports car-based models, up to 3.2L normally aspirated, NOC

STREET PREPARED

- The SEB has approved the addition of Brian Burdette to the SPAC (4167)
- Per the SPAC, the following group of class listing changes is proposed for member comment (3521):
  - FSP

    Mazda 323 non-turbo *(1986-1989)*
    Mazda 323, Protege, *MX-3 4 cyl. (1990-1994)*
    Mazda Protege *(1995*-1998)

- Per the SPAC, the following reclassifications are proposed for member comment:
  - From DSP to FSP (3972, 3973):

    Honda Prelude (1983-1987)
    Honda Prelude (1988-1991)
  - From DSP to FSP (4516):

    Ford Focus SVT (2002-2004)
- Per the SPAC, the following rule change proposal is submitted for member comment (4275):
  - Change 15.2.I.2 to read as follows:

    "2. A spoiler may be added to the rear of the car provided it complies with either of the following:

    a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.

    b) It is a non-production rear spoiler which is mounted to the rear most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original body work in any direction. Alternatively, in a hatchback, the spoiler maybe mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the *original* bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."
- The SPAC believes that motor mounts have become essentially unconstrained, and that the transmission mount allowance should follow suit. Hence the following rule change proposal is submitted for member comment (4168)
  - Add new subsection 15.10.N as follows:

    "N. Transmission mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Transmission position may not be changed. This part must retain factory dimensions and attachment points, including factory design."
- The following listing change proposal (breaking a one-line item into two separate lines) has been recommended by the SPAC and is submitted for member comment (4267):
  - Change the Lancer Evolution listing in BSP to read as follows:

    Lancer Evolution (2003-2007)
    Lancer Evolution & Lancer RalliArt (2008-2011)
- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Prelude move comments (4011)
  - 370Z classing (4083)
  - RX8 classing (4118)
  - Z car classing (4192)

PREPARED

- Per the PAC, the following rule change proposal is being presented for member review and comment:
  - Add the following to 17.4.H:

    "3. For EP cars with 2 valve per cylinder piston engines, wheels up to 10 inches wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."

    Comment: The intent of this proposal is to provide a moderate competitive adjustment for vehicles in EP with less powerful 2 valve engines, without disruption to other cars in the class.
- The PAC is recommending the following listing change proposal be published for member comment:
  - Combine the listings for 1984-87 Honda Civic and CRX in Appendix A for GP Limited Preparation as follows:

    Civic/CRX *& Civic/CRX Si* (1984-87) 13x6 1.07/1.30 58.8/59.1
    1488cc 1490
    Fuel Inj or Carb
    Comp ratio to 11.0:1, valve lift to 0.390"

    Comment: The current listings for the 84-87 Civic and CRX have identical specifications. The primary intent of this proposal is to allow CRX's to install power steering, which was originally available only in the Civic. (4416)

- The SEB has approved the addition of Jeff Stroh to the PAC (4622)
- The PAC and SEB have reviewed the following items, and thank these members for their input:
  - EP and DP wheel widths (2956)
  - CP subframes (3401, 3402, 3438, 3486, 3560, 3581, 3610)
  - XP weight formula (4325)

MODIFIED

- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - Legends cars (4306)

FORMULA JUNIOR / F125

- Per the KAC, the following class name change proposals are published for member comment (3833, 3834, 3844, 3977, 4007, 4045, 4046, 4126):
  - F125 becomes KM
  - FJA becomes JA
  - FJB becomes JB
  - FJC becomes JC

NOT RECOMMENDED

- Roll cages (4273)
- Wings in Street Prepared (1726). The SPAC believes that wings are more appropriate in SM.
- Final drive allowances in Street Prepared (4123). The SPAC does not recommend this change.
- Bushing allowances in Street Prepared (4509)
- BMW 330 classing in Street Prepared (4590). The SPAC does not believe that results from a single event warrant a class change.

TECH BULLETINS

1. Stock: Errors and Omissions: The Ford Mustang Boss 302 is presently classed in AS. The Boss 302 Laguna Seca is presently on the Stock exclusion list.
2. Stock: The previously-published (May Fastrack) listing for the Cayman R contained an error, and should read:

   Porsche Cayman R (2012) SS (4283, 4371)
3. Stock: The following class listing clarification is effective immediately upon publication (4244, 4359):

   GS

   Mercedes C230 (*1999-2007*)
4. Stock: Per the SAC, the following new listings are effective immediately upon publication:

Mercedes C280 (1995-2000)	GS (4244)
Mercedes C280 (2001-2007)	DS (4244)
Mercedes C300 (2007-2011)	DS (4244)
Mercedes C350 (2007-2011)	DS (4244)
Suzuki Kizashi (2010-2011)	HS (4503)

5. Street Prepared: Per the SPAC, the following new listing is effective immediately upon publication (4596):

   DSP

   Nissan Altima (2007-2011) (all)
6. Street Prepared: Per the SPAC, 15.5 is clarified by adding an additional paragraph to 15.5.C as follows:

   "On strut type suspensions where a compliant camber kit replacement lower control arm (as defined by 15.8.H.2) is used, an alternate upper spring perch/seat and/or mounting block (bearing mount) as described in 15.5.C may be used, *provided it offers no camber or caster adjustment beyond standard."*
7. Street Prepared: Per the SPAC, the following listing clarification is effective immediately upon publication (4235, 4331, 4332):

   FSP

   Toyota Corolla *AE86 Chassi*s (1984-1987) *(all)*
8. Street Prepared: Per the SPAC, in 15.2.I.2 the restrictions on the spoiler refer to distance from body and total width of

spoiler. There is no restriction on vertical height other than as described by the restrictions above. (4431)

9. Prepared: Per the PAC, Competitors wishing to take advantage of the reduced roll bar height allowance in 3.3.2 are advised that OE clip mechanisms do not meet the requirements that hardtops must be 'bolted securely in place.' Non OE threaded fasteners, such as the hardtop attachment kits commonly used in Club Racing are acceptable. (3158)

10. Prepared: Per the PAC, 1988-'91 Honda Civic Si and CRX Si chassis are considered interchangeable with non-Si chassis of the same years for vehicles prepared to Limited Preparation rules in Class GP. Competitors are advised that any 1988-'91 Si chassis utilized in GP must be prepared to the specifications for non-Si vehicles (including engine restrictions), with the exception of the factory sunroof installed on the Si chassis, which is allowable as a comfort & convenience option. (3384)

11. Prepared: "Per the PAC, competitors are reminded that that 17.2.S requires all vents/louvers on hoods and engine covers be covered by wire mesh having openings no greater than ½. (4145)

12. Prepared: "Per the PAC, competitors are reminded that per 17.10.L.3, engine vents/breathers may not be in any way connected to the exhaust system." (4340)

13. Prepared: Per the PAC, aluminum side housings are permissible for rotary engines in Class XP. (4379)

RALLYCROSS BOARD

RALLYCROSS MINUTES | May 4, 2011

The RallyCross Board (RXB) met via conference call May 4. Attending were Ken Cashion, Chairman, Tom Nelson, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, Pego Mack, Howard Duncan and Brian Harmer from the National Office.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom Nelson reported that a Safety Committee meeting was held April 19 at which two incidents were reviewed. The first incident, a rollover in Alabama, was attributed to driver error and an aging suspension and not to a course or surface issue. No further action was deemed necessary. The second incident occurred at the March 19 event in Detroit, where a car crossed the finish line, went through a fence, impacted a tree, and rolled over. The speed of the car at the finish was estimated to be 70 to 75 mph. No injuries were sustained, but the fence had to be replaced. The Safety Committee reviewed the case and made its recommendations to the RXB that the Safety Stewards involved have their Safety Steward licenses suspended through calendar year 2012 and that the Region's RallyCross program be placed on probation through calendar year 2011. After a lengthy discussion among the RXB about the Safety Committee's recommendations, the following motion was put forward: Cashion/Hyatt – *The Detroit Region RallyCross program will be put on probation through 2011. All sanctions will go through the RXB until 2012. If there is a safety violation during this time period, the result will be even harsher penalties, up to and including the termination of the program. Bob Martin and Scott Harvey will have their RallyCross Safety Steward licenses suspended until the end of 2011, at which time they may reapply (under an approved training course). This will be followed by a one-year probation. They may not do course design during this time period.* Motion approved: Unanimous. Tom Nelson also reported that the Safety Committee discussed plans to issue a Safety Bulletin that will reiterate the Safety Stewards' authority, how to fill out an incident report, and a mandate that incident reports be sent not only to the National office but also to the RallyCross Divisional Steward, the Safety Committee, and the RXB. Further RXB discussion followed concerning when to file an incident report and the procedures to file it. An incident report should be submitted for all incidents that involve injury and property damage, and may include incidents as minor as mechanical failures or bee stings. Howard Duncan reiterated that when in doubt submit a report.

2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that the Rules Committee received a proposal for a new class, Modified Rear Wheel Drive, which has been addressed briefly by the Committee. Also to be addressed is a proposal requiring catalytic converters in the Prepared classes. Warren noted that comments and submissions have been light thus far with only three formal submissions. Ken Cashion recommended posting reminders at the forums of the submission period and that it closes on June 15. It was also recommended to send the same notification to the Stewards mailing list. Submissions need to be formally submitted to the RXB in order to be considered.

3. National Championship Committee (Ken Cashion): Concerning the National Championship site, Howard Duncan reported that contact has been made with Heartland Park Topeka (HPT) officials about the use of their facilities. Howard's concern with HPT is not if the site is suitable but if it is economically feasible. Ken Cashion is concerned about layout of the site and the possibility of only one car on course at a time. Another site possibility is in Salina, Kansas, which may address some of the issues with HPT. Other possible sites are also being pursued.

4. Divisional Steward Liaison (Stephen Hyatt): Stephen Hyatt summarized topics discussed at the recent Divisional RallyCross Stewards meeting. Topics discussed are as follows:
   - Detroit incident discussed.
   - Incident reports discussed – when, how, and what.
   - Utah event (Western States) – positive feedback.
   - Green cards and incidents forms – proper and current versions.
   - Better communication between Divisional Stewards and the Safety Committee.
   - Lack of SportsCar articles – more RallyCross coverage. Send it and it will be printed.
   - Posting or other communications of rules clarification for public knowledge not just for submitter.
   - Asked for championship site recommendations after briefing on status.

Old Business

Growth Discussion: Due to the length of discussions on other topics, Ken Cashion requested that the growth discussion be postponed. The RXB agreed and will schedule a special meeting in two weeks.

Next meeting: May 18, 2011

ROAD RALLY BOARD

RRB MINUTES | May 2, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, May 2, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Chuck Hanson and Lois Van Vleet. Eva Ames was not in attendance. Pego Mack, National Office was not in attendance. Bill Kephart, Board of Director Liaison was not in attendance.

The Revised April 4, 2011 RRB Minutes were approved. (English/Lanz)

Proceedings

1. Rally Liaison updates
Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:
Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands, NC (Feb 26) - English
Arizona, Gullible's Travails, NC (Feb 27) - English
Pittsburgh, Steele Haul, NC (May 14) - English & Ames
Pittsburgh 1, NC (May 15) - English & Ames
St. Louis, Wilderness Trail, NT (July 16) - Van Vleet
St. Louis, Daniel Boone, NC (July 17) - Hanson
CAST In Stone, NT (July 30) - Hanson
Hurdle, NGTA (Aug 13) – Lanz
Oktoberally, NC (Sept 17) - English
Badger Trails, NT (Sept 18) - Van Vleet
USRRC 2011 California, NGTA TBA (Oct 21) - Lanz
USRRC 2011 California, NC Highway Robbery (Oct 22) - Hanson
USRRC 2011 California, NT Not My Fault (Oct 23) - Van Vleet

2. Newsletter Report
Discussion: Wakemen reported that Ames still needs everyone's biography for future issues.

3. Rules Committee Report - English
Discussion: The 2011 RRR Book is still not out. There is still no word from the Rules Committee, so the 2010 RRR's are still in effect.

Lanz made a suggestion that the Rules Committee needs to look at the Disciplinary Committee section of the RRR's, to be changed to include disciplinary action against a Rally Committee member; currently it only apples to a competitor. Either change Article 15 to cover both, or create a new article to cover disciplinary action against a rally committee member. English will take it back to the Rules Committee.

4. Mentoring Committee
Discussion: Hanson volunteered last month to take on the Mentoring Committee and start developing organizational chart/ideas etc. Hanson will have something for the board to review next month.

5. Concerns Tracker
Discussion: Some members were able to get in, but could not return to it. Wakemen suggested that anyone having trouble needs to reset their passwords again. Wakemen reported there are 31 items to review/update.

6. New Weekend Membership Data Update
Lanz reported that he is still waiting for Rick Meyers to get back to him on a new Weekend Membership Data. (Last month Lanz reported: It will do two things: You can ask Rick to make an email blast to a set of Weekend Membership members on file from the regions around you. And second, he will do a set of addresses of the Weekend Membership members in your region and area regions.)

7. NER – Results from Covered Bridge Late Submittal Results
Discussion: After Wakemen contacted Pego on NER late submittal results, it was turned over to the National Office and they will handle it.

Old Business

Discussion: Hanson continued his 3 Year Rule Cycle proposal that he brought up last February. He stated, there is no good reason that we need to be messing with the rules now, let's concentrate on keeping the Regional program going. The next publication of the RRR's (2012) should be stated for 3 years or 2012-2014.

New Business

Discussion: Lanz thinks we need to re-invent the Photo Contest again. The contest seems to have died and we need to look for someone to take it over.

Discussion: Lanz reported he will have the Took Kit ready next month.

Discussion: Lanz reported that the Points Keeper does not track how many people ran rallies that are not Championship events (Social, Charity and other non-qualifying events). Lanz has a volunteer ready to take on this task. Wakemen will find out for sure if this is needed from Pego/Deena for next months RRB Meeting.

Discussion: Lanz suggested adding one more member to the RRB or maybe asking Mark to come back to the RRB. Van Vleet added that we need active rallyist on the RRB to make well informed and knowledgeable decisions. We need to put out a call for a replacement for RRB member Van Vleet, as it is my last year on the RRB. Wakemen will post for applications/resumes to the forum.

Discussion: Lanz suggested an agenda item for next month – making sure that all Regional Rallies are added to the SCCA Calendar Website. And ask for the Regional to sanction their events sooner than 2 weeks. Hanson suggested that the 3rd weekend of the month should be the 'National' weekend for National rallies only. Van Vleet commented that most National Rallies have 'set' month events from year-to-year and are sanctioned well in advance.

Discussion: Calendared rallies listed on the SCCA website with a 'T' in front of the name stands for Tentative (unsanctioned).

Next meeting: Monday, June 6, 2011 at 7:30 pm CST, via conference call.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44
2011 Runoffs home page: http://www.scca.com/event.aspx?hub=1&event=17207

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61
2011 Tire Rack SCCA Solo National Championships home page: http://www.scca.com/event.aspx?hub=3&event=17058

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED July 2011

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 7, 2011

The Club Racing Board met by teleconference on June 7, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-07, 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/

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GCR

1. #2673 (John Nesbitt) Revise 3.5.5
   Change 3.5.5 as follows:

   Changing Supplemental Regulations
   All *non-clerical errors and omissions* changes to the Supplemental Regulations and event schedule must be approved by the SOM. *Prior to the start of the event, the Chief Steward may make clerical errors and omissions changes to the schedule and/or class groupings and related information (for example, the omission of a class or a reference to the rules for a regional class).* Except for modifications to the schedule and/or class groupings, no changes may be made to the Supplemental Regulations after the pre-entry period is open unless either there is unanimous agreement by all affected competitors who have already entered, or the SOM determine changes are necessary for reasons of safety or forces beyond their control.

2. (Multiple) SCCA recognizing of ARMS and EMRA Race Licenses
   The Club Racing staff has evaluated the licensing requirements and procedures of Atlantic Region Motor Sports (Canada) and the Eastern Motor Racing Association (EMRA). Based on these evaluations, add to 3.1.5.C new items: "*18. Eastern Motor Racing Association (EMRA) Competition License.*" and "*19. Atlantic Region Motor Sports (ARMS) Regional Competition License.*"

3. #4727 (Terry Ozment) Add language to the GCR regarding media rights.
   Correct section numbering and add a new section 1.4 regarding media rights as follows: Change ~~1.2.4~~ to *1.3* and change ~~1.2.5~~ to *1.3.1*; add new section 1.4 to read as follows:

   "*1.4. Media Rights*
   The Entrant agrees to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizer of an Event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party."

4. #4867 (Terry Ozment) Duplicate car numbers
   In 5.6, make explicit that Registration has the authority to assign car numbers by changing 5.6, paragraph 3 as follows: "Registration provides all entry information to Timing and Scoring in the format requested by T&S. Information from late entries must be given to T&S promptly. *Registration assigns the car numbers for all cars entered in the event."*

5. #4875 (CRB) Clarify 6.10.2
   In 6.10.2, remove an unintended clause as follows: "C. The car is anywhere on the course when the green is displayed~~, but not in the pits~~." [A car that stops in the pit lane without completing the pace lap is considered a starter.]

SUPER TOURING
STO
1. #4834 (John Slinkard) front fender replacement STO S2000
   In 9.1.4.1.H, Honda S2000, add to Notes: "*ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted.*"

2. #4835 (John Slinkard) rear bumper replacement for STO S2000
   In 9.1.4.1.H, Honda S2000, add to Notes: "*ASM fiberglass rear bumper* ASM-AP100167 permitted."

STU
1. #4856 (James Lucas) Use of a Supercharged Ecotech Engine in STU
   In 9.1.4.2.G, change model from "~~Chevy Cobalt SC~~" to "*Chevrolet Cobalt /Caviler (Super Charged)*" and weight from ~~2900~~ to *2650*.

PRODUCTION
HP
1. #4593 (Omer Norton) Allow the use of 1970-1978 240z, 260z, 280z calipers and rotors
   In 9.1.5, Nissan/Datsun 1200, Nissan/Datsun 210 (79-82), Nissan/Datsun 210 1.4 and Nissan/Datsun B-210 1.4, add to Brakes Alternate: "*Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted.*"

SPEC MIATA
2. #5155 (CRB) Allow standard repairs
   In 9.1.8.C, add the following to the fourth paragraph: "*It is permitted to use industry standard procedures to repair damaged non-engine components (e.g., welding a transmission case or differential housing).*"

TOURING
T3
1. #4722 (Jim Leithauser) Alternate exhaust manifold
   In 9.1.10, T3, BMW Z4 3.0si Coupe (07-08), add to Notes: "*Euro manifold part #11 62 7 833 500 and 62 7 833 501 permitted*." [Header is not recommended.]

CAR RECLASSIFICATIONS
None

WHAT DO YOU THINK?
None

MEMBER ADVISORIES
STATEMENT ON SHOWROOM STOCK AND TOURING CLASSES FOR 2012

Based on current participation levels, it does not seem likely that T3 will remove itself from its current probationary status. In that case, the CRB plans to disperse the T3 cars to T2 and to SSB. Appropriate adjustments in weight and/or intake restrictors will be made. There may be some T3 cars that will not be competitive in T2 regardless of such adjustments and which may not fit in SSB either; the owners of such cars may wish to prepare their cars to run in STU. The details about which cars will move from T3 to T2 and which will move to SSB, along with weight, restrictor and preparation allowances will be worked out in the next few months.

Of the remaining Touring and Showroom Stock, classes T1, SSB and SSC participation numbers are not encouraging. If these classes do not achieve the 2.5 average in 2011, the CRB will consider whether to allow a probation year or move to consolidate them in 2012.

NOT APPROVED BY THE CRB
PRODUCTION
FP
1. #4955 (Guy Marvin/) Move Datsun 2000 Roadster from EP to FP
   This car has too much potential to be moved to F Production and is appropriately classified in E Production.

SUPER TOURING
1. #3798/#4256/4259 (Christopher Childs/ Josh Baldwin/Matt Blehm) Include Non-USDM Engines
   Non-USDM engines will not be permitted in ST due to limited availability of some non-USDM engines and difficulties in compliance enforcement.

TOURING

T1

1. #4711 (Carl Fung) Rear OEM wheels on front C5 Vette
   Thank you for your input.

T2

1. #3606 (TC Kline) Add Classification - Porsche Boxster Spyder
   Not within class philosophy.

2. #4767/#4768 (Jay Patel/Joe Koenig) Reduce 996 Porsche Weight by 300lbs.
   This car is competitive as classed.

T3

1. #4683 (Jeremy Lucas) Touring Rule: 5.b.2.c (spring position/ride height)
   Spacers may be requested by competitors. Spacers will be addressed per car.

2. #4776 (Bill Steinhoff) allow adjustable front control arms
   Not within class philosophy.

PREVIOUSLY ADDRESSED

T1

1. #3860 (Chris, Jr. Ronson) Please reduce tire size of the Grand Sport Corvette
   See May Fastrack where C6 and Grand Sport Corvettes were combined on one spec line.

NO ACTION REQUIRED

FORMULA

F500

1. #4742 (Jeff Blumenthal) New optional motor for F500
   Thank you for your input, the CRB will continue to monitor the performance of the 593 and if results are other than expected a competition adjustment will be made.

2. #4743 (George Bugg) 593 Engine Option Input
   Thank you for taking the time to let us know your thoughts on the 593 addition to the F5 class. There was sufficient data available to make the initial judgment on this engine. Performance will continue to be monitored and adjustments will be made if necessary.

FB

1. #4866 (Michael Devins) Shifting in F1000
   The proposed rule change has been sent from the CRB to the BoD who will consider it at their next meeting.

IMPROVED TOURING

1. #4161 (Andy Bettencourt) Application of the Process
   Thank you for your input.

2. #3861 (Jim Bishop) Classification process question
   The classification process is in the ITAC operations manual located on SCCA.com in the members Resources/File Cabinet area in the “Advisory Committee Addendum - IT Process document”.

3. #4893 (Bill Bagby) New IT wheel rule proposal
   15 inches would be the ***maximum*** wheel diameter if listed on the spec line. You would continue to be able to use your current 13 inch diameter wheels.

ITB

1. #3591 (Charles Broring) Oppose Proposed Changes
   Thank you for your input. Various car classifications are currently being re-evaluated.

PRODUCTION

FP

1. #4763 (Dieter Griesinger) Revisit Letter #4375 Triumph Spitfire 1500
   After much discussion of not only the 1500 Spitfire but the entire F production class it was determined that a small amount of weight should be added to the 1500 Spitfire to bring the class into balance. Class parity will continue to be monitored now and in the future.

SUPER TOURING

1. #4263 (Ian Stewart) Against non USDM engines
   See letter #3798

2. #4592 (Charles O'Toole) support for letter 4320 - remove drain plug safety wire requireme
   Thank you for your input.

3. #4758 (Jake Gulick) Supports more open engine rules
   Thank you for your input.

SHOWROOM STOCK

1. #4713 (Brett Mars) Find a home for the Boss 302S
   This car will be classed in STO when it is available.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2011
NUMBER: TB 11-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 7/1/11 unless otherwise noted.

GCR

1. #4728 (Jim Rogaski) Conflict between GCR 3.3.A and Ops Manual 5.8 & 5.9
   Correct a conflict between 3.3.A and the SCCA Operations Manual by changing the reference to Appendix B as follows: "A. SCCA race date/event sanctioning policies and procedures are found in ~~the SCCA Operations Manual~~ *Appendix B."*

2. #4730 (Jim Rogaski) GCR conflict between sections 6.9 & 6.8 on restart order
   Correct GCR Section 6.9.B. to agree with 6.8.B as follows: "B. If the race has not reached half distance or time, the black flag "ALL" procedure shall be used to bring all cars into the pits, and 15 minutes will be allowed to install rain tires, at the driver's discretion. The cars will restart single file in the ~~overall~~ *physical* order of the cars on the last completely scored lap."

3. #4870 (CRB) Correct reference
   In 7.4.D, last table entry, change "~~FE: see 9.1.1.A.5.19~~" to "*FE: see 9.1.1.J.19*".

4. (Multiple) SCCA recognition of ARMS Regional and EMRA licenses and MCSCC Novice Permit

   EFFECTIVE UPON PUBLICATION

   The Club Racing staff has evaluated the licensing requirements and procedures of the Midwestern Council of Sports Car Clubs (MCSCC), the Atlantic Region Motor Sports (Canada) and the Eastern Motor Racing Association (EMRA). Based on this evaluation and with BoD approval of immediate implementation,, add to 3.1.5.C new items: "*18. Eastern Motor Racing Association (EMRA) Competition License*." and "*19. Atlantic Region Motor Sports (ARMS) Regional Competition License" and modify 3.1.5.C.7 as follows: "*Midwestern Council of Sports Car Clubs (MCSCC) Full *and Novice permit".*
   [Note: approved by the Board of Directors June 11, 2011.]

FORMULA
FF

1. #5184 (CRB) Clarify FF/FC stressed panel measurement
   In 9.1.1.D.7.a, fourth paragraph, add a new second sentence to clarify how to measure the distance between fasteners as follows: "*The distance between fasteners is measured on the surface of the panels.*"

GRAND TOURING
GT1

EFFECTIVE UPON PUBLICATION

In 9.1.2.D.10.c, add a new subsection as follows: "*3. Tail lamp decals are permitted only on GTA/ASA/NASCAR type bodies. The decals must be in the approximately stock location and the brake lights must be centered and visible within or behind the decals.*"
[Note: approved by the Board of Directors June 11, 2011.]

GT2

1. #4653 (Leroy Lacy) Request for additional Ford Motorsports engine block
   In 9.1.2, GT2, Sunbeam, change last Notes entry as follows: "Ford Motorsport engine blocks ~~(~~P/N M-6010-A50, ~~&~~ M-6010-B50 *and M6010-BOSS302*~~)~~ are allowed." [Other blocks are no longer available new.]

GT3

1. #4670 (David Steele) Close loop holes on the definition of a street port engine.
   In 9.1.2, GT3, add to Mazda rotary engine Notes: "*Contact National Office for specific details of various allowable port configurations.*"

2. #4811 (Doug Yip) Question Concerning MR2 Spyder Engine Placement
   In 9.1.2, GT3, Toyota MR2, 99-02, correct drive-line from ~~FWD~~ to *RWD*.

IMPROVED TOURING
None.

SUPER TOURING
STU
1. #4925 (Philip Royle) 5th and 6th port actuators - 13B
   In 9.1.4.G.15, add: "For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled."
   [Note: the request to add language to plug intake manifold balance pipes or tubes is unnecessary since this is covered by existing rules on emissions equipment.]

2. #5136 (CRB) Add spec line for BMW 3 series in STU
   In 9.1.4.2.G, add the BMW 3 Series

E46 BMW 3 Series	*2500*	*CHART*	*Adaptor BMWAD1 or BMWAD2 permitted to mate M50 throttle body to M54 intake manifold.*

3. #5162 (Ron Pawley) Class Lexus IS 300 in STU
   In 9.1.4.2.G, add the Lexus IS 300

Lexus IS 300	*2800*	*3080*	*Maximum bore: 87mm; maximum stroke: 78mm.*

PRODUCTION
EP
1. #4517 (Gary Gist) Regarding RX7 cases
   In 9.1.5, EP, Mazda RX-7 (12A / 13B) (79-85) and Mazda RX-7 (13B) (86-91), Notes: correct as follows: "Any 13B rotor housing and any 84-92 non turbo 6-port side *and/or intermediate* housing permitted."

2. #4819 (Dick Stockton) Permit Automotive side drafts - EP Triumph TR4
   In 9.1.5, Triumph TR2, 3, 3A, 4, 4A, TR4, TR4A, IRS, add to Carb Number and Type Listing: "*(2) Weber DCOE on IR manifold, 34mm chokes required at 1900 lb.*"

FP
1. #5153 (CRB) Correct FP Nissan SPL311 carburetor Note
   In 9.1.5, FP, Nissan/Datsun SPL 311/311-U, correct the Carb Number and Type as follows: "(2) Auto type side draft 45mm max. throttle bore *w/ 38mm choke(s)* or 46mm H46 Hitachi/SU ~~w/ 38mm choke(s)~~ on I.R. manifold.

2. #5183 (CRB) Adjust Elva Courier weight
   In 9.1.5, FP, Elva Courier Mk. I, II & III 1622 & 1798, change 1798cc weight from ~~1825~~ to *1875*.
   In 9.1.5, FP, Elva Courier Mk. III, IV 1800 & Mk, IV R & C, change weight from ~~1825~~ to *1875*.

HP
1. #4429 (Arthur Coy) Adding 2009 and 2010 years Honda Fit
   In 9.1.5, HP, add the Honda Fit (09-) as follows:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Honda Fit (09-)	*2*	*1900 * 1948 ** 1995*	*4 Cyl. SOHC*	*73.0 x 89.4*	*1497*	*Alum*	*Alum*	*(I) 28.15 (E) 23.15*	*Fuel injection*	*98.4*	*63/62.3*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Honda Fit (09-)	*15 x 7*	*5*	*(F) 10.3 vented (R) 7.9 drum*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .390".*

2. #4838 (Robert Crawford) Classify Dodge Colt 1.6 FWD (79-84) in H Production
   In 9.1.5, HP, add the Dodge Colt 1.6 as follows:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Dodge Colt (79-84)	*2*	*1850 * 1896 ** 1943*	*4 Cyl. SOHC*	*76.9 x 86.0*	*1597*	*Iron*	*Alum*	*(I) 38.3 (E) 31.3*	*Carbureted*	*90.6*	*57.3/56.9*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Honda Fit (09-)	*13 x 7*	*4*	*(F) 227 disc (R) 229 drum*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .450".*

AMERICAN SEDAN
1. #5186 (CRB) Adjustments for limited prep cars
   In 9.1.6, make the following adjustments for limited prep cars:

Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), add to Notes after "Max. Tire Size: 275, ": "*for Max. Tire Size 295, add 100 lbs.*"

Cadillac CTS-V (04-05), change weight from ~~3750~~ to "*275 Tire: 3600, 295 Tire: 3700*".

Cadillac CTS-V (06-07), change weight from ~~3800~~ to "*275 Tire: 3650, 295 Tire: 3750*".

Camaro & Firebird (93-97), change weight from ~~3480 SS/WS6: 3580~~ to *3330*.

Camaro & Firebird (98-02), change weight from ~~3530~~ to *3430*.

Mustang Cobra (94-95), change weight from ~~3580~~ to *3430*.

Mustang Cobra R (1995), change weight from ~~3680~~ to *3530*.

Mustang Cobra (96-98), change weight from ~~3480~~ to *3380*.

Mustang Cobra (99-02), change weight from ~~3680~~ to *3530*.

Mustang Mach 1 (03-04), change weight from ~~3480~~ to *3380*.

Mustang Coupe GT (05-09), change weight from ~~3480~~ to *3380*.

GTO (04-06), change model to "*Pontiac* GTO (04-06)" and change weights from LS1: ~~3480~~ to *3430*, LS2:~~3530~~ to *3480*.

2. #5187 (CRB) Correct camber for Cadillac
   In 9.1.10, Cadillac CTS-V (04-05) Restricted Prep and Cadillac CTS-V (06-07) Restricted Prep., add to Notes:"*Up to 2.0 degrees rear negative camber allowed.*" [This should have been added at the same time as the allowance for the Pontiac GTO.]

SHOWROOM STOCK

1. #5185 (CRB) Correct SS eligibility
   In 9.1.7.B, restore the following as the second and third sentences: "*Cars classified will be approved by ARB, EPA and DOT for sale in the United States. They shall be models intended to be available to the general public for purchase.*"

SSB

1. #4861 (Peter Keane) Reduce Weight of RSX
   In 9.1.7, SSB, Acura RSX Type-S (02-04), change weight from ~~2895~~ to *2845*.
   In 9.1.7, SSB, Acura RSX Type-S (05-06), change weight from ~~2995~~ to *2945*.

SPEC MIATA

1. #4663 (Jeff Labounty) Lock for timing sensor on 99 up Miatas
   In 9.1.8.C.1.p.3, add "*On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.*" [This is to prevent a specific failure at certain tracks where rough curbing is causing the brass fitting in the plastic support arm to fail.]

2. #5181 (CRB) Correct SM Crank inconsistency
   In 9.1.8.C.1.c.1, change "The stock Mazda Miata crankshaft must be used with no modifications allowed, as shown in the following table, which also displays minimum weights (not including pilot bearing or hardware):" to "*The stock Mazda Miata crankshaft must be used with no modifications except for machining to allow the use of main and rod bearings as allowed in 2 below. The following table lists the permitted crankshaft for each model year and the minimum weight (not including pilot bearing or hardware).*"

SPORTS RACING

None.

TOURING

1. #5185 (CRB) Correct Touring eligibility
   In 9.1.10.C.3, restore the following as the second sentence: "*Cars classified shall have been approved by the ARB, EPA, and DOT for sale in the United States, and shall be models intended to be available to the general public for purchase.*"

T2

1. #4687 (Patrick Womack) Reduction of Z4 M by 250lbs
   In 9.1.10, T2, BMW Z4 M Coupe (2007), reduce weight from ~~3375~~ to *3325*.

2. #4860 (Peter Keane) Reduce Acura TL weight
   In 9.1.10, T2, Acura TL SH-AWD (2011-12), reduce weight from ~~3500~~ to *3250*.

3. #4963 (Peter Keane) Correct weight 370 Z
   Delete 9.1.10, T2, Nissan 370Z NISMO Edition (2010-) spec line.
   In 9.1.10, T2, Nissan 370Z (09-10), add to model: "*Nissan 370Z NISMO Edition (2010-)*" and change weight from ~~3400~~ to *3500*.

T3

1. #4684/#4752 (Jeremy Lucas/ Roger Schroer) Remove restrictor plate from Honda S2000 2.0L engined cars
   In 9.1.10, T3, Honda S2000 (00-09), reduce 2.0L weight from ~~2980~~ to *2930*. [Restrictor removal not approved.]

2. #4781 (Michael Jones) wider allowed race tire on the WRX
   In 9.1.10, T3, Subaru Impreza WRX (02-07) and Subaru Impreza WRX 5 door (02-07), change Tire Size from ~~205/55 (F&R)~~ to *245/45 max (F&R)*.

3. #4804 (Michael Jones) sway bars for 02-07 WRX
   In 9.1.10, T3, Subaru Impreza WRX (02-07), add to Notes: "*Nukabe non-adjustable sway bars (F) 667311a22 and (R) 666311bj22 permitted.*" [This allowance should have been added at the same time it was approved for the TR model.]

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Brian McCarthy vs. SOM COA Ref. No. 11-02-SP
May 12, 2011

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the BFG SCCA Super Tour event held at Buttonwillow Raceway Park, the schedule and Supplemental Regulations called for Race Group 5 to consist of SRF, FV, FF and F500. Feeling this grouping to be unsafe due to differences in weight of the various cars, Brian McCarthy protested the Chief Steward, John Snow, for allowing FV and SRF to race in the same Race Group, citing violation of GCR 5.12.2.A.1 (Execute the program of competition and other activities safely . . .).

The Stewards of the Meeting (SOM) Jack Brabban, Irene Wells and Marge Binks, Chair, conducted a hearing and found that Mr. Snow acted within his authority and in compliance with the GCR, citing GCR 3.5.2.B.: "Any formula classes may be combined with Sports Racing classes" and GCR 9.1.9. which defines SRF as a Sports Racing class.

The SOM denied the protest and retained Mr. McCarthy's protest fee. Mr. McCarthy is appealing the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Jack Hanifan, and Michael West, Chairman, met by conference call on May 12, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Brian. McCarthy received May 9, 2011.
2. Observers Report from the race received May 10, 2011.
3. E-mail from John Snow, Chief Steward received May 10, 2011.
4. E-mail from Marge Binks, Chair SOM received May 11, 2011.
5. Entry form, schedule and Supplemental Regulations for this event.

FINDINGS

The COA reviewed the material supplied and concludes that the Chief Steward acted responsibly, in a safe manner, and was in compliance with GCR 5.12.2. and the 2011 Cal Club Supplemental Regulations (Revised November 2010). It is also noted that FV and SRF have been grouped together in Cal Club racing for a number of years, a fact that was known to all entrants in this event.

DECISON

The Court of Appeals upholds the decision of the SOM. Mr. McCarthy's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.
Appellants are reminded that the Court of Appeals normally requires new evidence that was not available to the First Court as a basis for a well-founded appeal. Procedural errors by the First Court also may form a well-founded appeal. Simply asking for a second opinion without basis is not well-founded.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Brian Laughlin vs. SOM COA Ref. No. 11-03-SW
June 2, 2011

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Sunburn Double National Race at Texas Motor Speedway on April 30 - May 1, 2011, Brian Laughlin filed a mechanical protest against Ron Pauley, STU #01 (2004 Lexus IS300). Mr. Laughlin cited GCR Section 9.1.4.F.2. (Super Touring Category) page 445 and specified: missing restrictor plate, wrong tires for World Challenge cars running as STU, and lack of drive shaft straps. The protest was submitted and accepted after the STU race impound on Saturday, April 30, 2011.

The Stewards of the Meeting (SOM) Larry Svaton, James Rogerson, Rick Kosdrosky, Dr. James Smith and Cathy Barnard,

Chair, were unable to clearly determine which set of STU rules the car should meet and decided not to issue a ruling until obtaining additional information. After consulting with SCCA Technical Services and the Executive Steward of Southwest Division, the SOM ruled the car eligible to compete in STU per GCR Section 9.4.1.B. because it met the ITR preparation rules. According to the ITR rules, tires are free and the car is not required to have drive shaft straps or restrictor plates and the car was compliant. The ruling was issued on May 12, 2011 and the parties were notified by email.

Mr. Laughlin is appealing the SOM's ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jack Hanifan, and Michael West, Chairman, met by conference call on May 26 and June 2, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Laughlin received May 18, 2011.
2. Observers Report received May 15, 2011.
3. E-mail and testimony from Jack Marr, Chief Steward, received May 26, 2011.
4. E-mail from Cathy Barnard received May 29, 2011.

FINDINGS

The April 2011 GCR 9.1.4.B. provides several different criteria for STU eligibility:

• 1985 and newer cars built specifically under STU rules.
• World Challenge Touring cars, with an approved VTS sheet.
• GCR listed IT cars, 1985 and newer, under IT specifications.
• Cars eligible for the SCCA Pro Racing VW TDI Cup series

The issues Mr. Laughlin protested are not required for ITR, but the April 2011 GCR ITR section doesn't show a specification line for a 2004 Lexus IS300. The car is not eligible to be classified as an ITR and therefore, cannot be classified as an STU by this method.

The car is also not listed in the 2011 April GCR 9.1.4.2.G. Table of Approved World Challenge Cars. The car is not eligible as a World Challenge car and therefore, cannot be classified as an STU by this method.

Per 2011 GCR 9.1.4.2.B.1., the 2004 Lexus IS300 with a six cylinder three liter displacement engine is eligible to compete in STU if constructed to the STU rules set.

The car was not inspected as part of the SOM hearing and no evidence was viewed, obtained, or preserved by the SOM. Therefore, no evidence was available for presentation to the COA. The COA has no way to determine the "as raced" configuration of the car.

DECISON

The Court of Appeals revises the decision of the SOM. The Court of Appeals determined: (1) the car is noncompliant with ITR and World Challenge rules and cannot compete in STU under those rules; (2) Mr. Pawley will retain his finishing position because no evidence was submitted to the COA to establish that the three items protested were noncompliant with the April 2011 GCR STU construction rules: and (3) the results of the race will stand as published. Mr. Laughlin's appeal is well founded and his appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Chris Windsor vs. SOM COA Ref. No. 11-04-SE
June 2, 2011
****Revised****

FACTS IN BRIEF

At the Al Fairer Memorial Double SARRC/MARRS event held at Virginia International Raceway on May 7-8, 2011, Assistant Chief Steward Marcel Ciascal filed a Chief Steward's Action penalizing Jim Thill (SSM #17) two finishing positions in class for violation of GCR 6.11.1. (On Course Driver Conduct). In addition, Chris Windsor (SSM #38) protested Mr.Thill, also for violation

of GCR 6.11.1. The Stewards of the Meeting (SOM) Wayne Quick, Morriss Pendleton and Walter Michael, Chairman, conducted a hearing, disallowed Mr. Windsor's protest and returned his protest fee. Mr. Windsor appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Steve Harris and Jack Marr, Chairman, met on June 2, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Chris Windsor received May 10, 2011.
2. Official Observers Report and related documents, received May 16, 2011.
3. Email from Walter Michael, Chairman SOM, received May 18, 2011.
4. Email from John Nesbitt, Chief Steward, received May 19, 2011.
5. Email from Jim Thill received May 23, 2011.
6. Email from Mike Rossini received May 24, 2011.
7. Two in-car videos provided by Mr. Windsor, not available to the SOM, received May 31, 2011.

FINDINGS

The penalty imposed by the CSA is within the standard guidelines of SCCA. The SOM determined this penalty was appropriate based on the evidence presented, chose not to increase its severity, and disallowed Mr. Windsor's protest.

In viewing the video evidence, the COA determined that Mr. Thill made a deliberate blocking move to driver's right at the start of the race and, on the same lap, made another deliberate blocking move to driver's left through the esses. Those moves resulted in Mr. Windsor leaving the racing surface to avoid contact. While contact was avoided, Mr. Thill clearly violated GCR 6.11.1.A, B, C and D. by willfully not providing racing room to the overtaking car.

DECISION

The Court of Appeals upholds the decision of the SOM. In addition, the COA imposes an additional penalty of a reprimand against Mr.Thill placing one (1) penalty point on his competition license.

Mr. Windsor's appeal is deemed well-founded and his appeal fee, less the amount retained by SCCA, will be returned to him.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
John Nesbitt vs. SOM COA Ref. No. 11-05-SE
June 2, 2011

FACTS IN BRIEF

Following Race 6 at the Al Fairer Memorial Double SARRC/MARRS event held at Virginia International Raceway on May 7-8, 2011, Marcel Ciascai, Assistant Chief Steward, filed a Request for Action (RFA) to investigate metal-to-metal contact between Donald Peyton, SRX7 # 64, and Stacie Kurzhals, SSM #39, under a waving yellow flag condition per GCR 6.11.1.A, B, and C.

The Stewards of the Meeting (SOM) Morriss Pendleton, Wayne Quick and Walter Michael, Chairman, conducted a hearing and found Ms. Kurzhals in violation of GCR 6.11.1.A, B, and C and assessed a three race weekend probation penalty. Three penalty points were also applied to Ms. Kurzhais competition license. Ms. Kurzhals did not appeal the ruling.

John Nesbitt, Chief Steward, did not agree with the ruling and filed an appeal citing concern that the penalty imposed by the SOM was too lenient based on the circumstances and severity of the impact.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met by conference call on May 19 and June 2, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from John Nesbitt and supporting documents received May 19, 2011.
2. Observer's Report from the race received May 17, 2011.
3. Video of competitor submitted by John Nesbitt, received May 31, 2011.
4. Email from Walter Michael, Chairman, SOM, documenting proceedings of the SOM hearing, received May 23, 2011.
5. Email from Morriss Pendelton, SOM, received May 24, 2011.
6. Email from Wayne Quick, SOM, received May 23, 2011.

FINDINGS

In his appeal, Mr. Nesbitt asserts that Mr. Ciascai cited failure to abide by GCR 6.1.1.B (Yellow Flag) and GCR 6.11.1.A, B, and C in his RFA. The COA thoroughly reviewed the RFA and affirms Mr. Ciascai only cited GCR 6.11.1.A, B., and C in his request.

Mr. Nesbitt states that Ms. Kurzhals' failure to heed the yellow flag and slow down as required under GCR 6.1.1.B. led to the resulting heavy contact and severe damage to both cars. He provided a witness statement from Tom Zink (F&C) to support his assertion. The COA notes that Mr. Zink's testimony was in agreement with the testimony obtained by the SOM from two other flaggers working that corner, and was in agreement with the testimony supplied to the SOM by Mr. Nesbitt. The COA acknowledges that Mr. Nesbitt also submitted a statement to the COA from W. A. Wells who was working yellow flag during the incident. Mr. Wells also supplied a statement to the SOM that was in agreement with the statement he gave to Mr. Nesbitt.

Mr. Nesbitt submitted video evidence (in car footage from a competitor immediately in front of Ms. Kurzhals) to support his contention that the yellow flag was waving. While there were conflicting statements in the file as to the actual yellow flag situation, all were in agreement that a yellow flag condition was in effect for the corner. Mr. Nesbitt's evidence confirms what was already known.

The COA thoroughly reviewed the RFA and all the witness statements. There is no question that Ms. Kurzhals made heavy contact with a stalled car (SRX7 # 64). The SOM did a thorough job of investigating the incident by obtaining witness statements from numerous individuals. The SOM assessed the evidence and chose to impose a penalty that is within the scope of their authority as cited in GCR 5.12.1.A and GCR 7.2. The COA finds no procedural error on the part of the SOM.

The evidence supplied by Mr. Nesbitt is in substantial agreement with the evidence relied upon by the SOM. Therefore, it does not cast doubt upon the veracity of the evidence used by the SOM in arriving at its ruling.

The COA notes assertions of less than courteous behavior by Ms. Kurzhals following delivery of the ruling. That issue is outside the scope of the RFA and the COA finds no reason to return this case to the SOM for consideration of that issue. In addition and in accordance with GCR 8.4.5.C, the COA will take no action on this allegation.

DECISON

The Court of Appeals upholds the decision of the SOM. The new evidence provided did not reveal any new facts that would compel the COA to expand or vacate the penalties imposed by the First Court. Mr. Nesbitt's appeal is well founded and his appeal fee will be returned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 25, 2011

The Solo Events Board met by conference call May 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

GENERAL

- The SEB has reviewed the following items, and thanks these members for their input:
  - Sound policy feedback (4561, 4567, 4918)
  - Range of penalties, notifications (4907)
  - Jackstands (4906)
  - Participation, 4.9 (4908, 4928)

STOCK

- The SEB thanks Robert Carpenter for his service to the Club as a SAC member.
- Per the SAC, the following class change proposal is published here for member comment:
  - Move from CS to DS (2487, 4744):

    Mini Cooper S JCW (2006-'11)
    Mini Clubman S JCW (2009-'11)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Factory roll hoop comments (4258, 4273, 4359, 4391)
  - 20" wheels (4671)
  - Porsche Cayman R classing (4706)
  - Suzuki Kizashi classing (4741)
  - V6 Mustang classing (4751)
  - Street tires in Stock (4818)
  - Boss 302 classing (4821)

STREET TOURING

- As provided by the STAC, the updated proposed Appendix A content for the pending ST re-organization is as follows:

  STREET TOURING CATEGORY

  Note: *As called out in Appendix A, only cars which are specifically classed are eligible for competition at National Tours, Divisionals, and the National Championships. Competitors currently competing in a car that is covered by a catch-all classing are advised to request specific classing in order to maintain eligibility.*

  Class Street Touring FWD (STF)

  Acura RSX
  Acura TSX
  Honda CR-Z
  Honda Civic (2001-2005, all)
  Honda Civic (2006-2011, non-Si)
  Honda Fit
  Ford Fiesta
  Ford Focus (all)
  Kia Forte/Koup
  Lancer (non-turbo)
  MINI Cooper (non-S)
  Mazda 2
  Mazda 3
  Mazda 6
  Scion tC, xA, xB
  Toyota Corolla (1998-2011)
  Toyota Yaris
  VW Golf 2.5

Class Street Touring Compact (STC)

Acura Integra (1986-2001)
Audi A4 1.8T
Audi TT Coupe and Roadster (non-quattro)
Dodge/Chrysler Neon
Ford Escort GT (1991-1996)
Ford ZX2 (1998-2003)
Honda Civic (1984-2000)
Mazda 323 GT & GTX
Mazda Protégé (1999-2003, NOC)
Nissan 240SX
Nissan NX2000 (1991-1994)
Sentra SE-R (1991-1994)
Subaru Impreza 2.5 RS (1998-2001)
Toyota Celica (1986-2005, non-turbo)
Toyota Corolla FX16
Toyota Corolla (1984-1987)
Toyota Corolla (1988-1991)
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)
Volvo S40 (non-T5) & V40

Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

Class Street Touring Sport (STS)

BMW Z3 4 cyl.
Honda CRX
Honda del Sol
Mazda Miata (1990-1997, non-Torsen equipped)
Mazda RX-7 (non-turbo, NOC)
Pontiac Fiero (4-cyl)
Toyota MR2 (1985-1989, non-supercharged)
Toyota MR2 (1991-1995, non-turbo)

Class Street Touring Xtreme (STX)

Audi A3, A4, & TT Quattro
Acura Integra Type R
BMW 3-series (E30 chassis, including M3)
BMW 3-series (E36 chassis, non-M)
BMW 3-series (E46 chassis, non-M)
BMW 3 Series (E90 chassis, non-turbo) (2006-2010)
Chevrolet Cobalt SS (Turbo)
Chevrolet Camaro (up to 5.0L)
Eagle Talon Turbo (AWD)
Ford Mustang (up to 5.0L)
Honda Civic Si (2006-2010)
Lexus IS300
Mazda RX-8
Mazda Protégé MP3
MazdaSpeed Protégé
Mazdaspeed 3
Mazdaspeed 6
MINI Cooper S & Cooper S JCW
Mitsubishi Eclipse Turbo (AWD)
Nissan Sentra SE-R Spec V
Pontiac Firebird (up to 5.0L)
Subaru Impreza WRX (2002-2008, non-STI)
Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)
Volkswagen R32
Volvo C30

Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

Class Street Touring Ultra (STU)

Audi S4
BMW 3 Series (E90 chassis, including M3) (2006-2010)
BMW M3 (E36 chassis) (1995-1999)
BMW M3 (E46 chassis) (2000-2005)
BMW 135i
Chevrolet Camaro (over 5.0L)
Ford Mustang (over 5.0L)
Mercedes CLK55 (2001-2006)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (2008-2010)
Pontiac GTO
Pontiac Firebird (over 5.0L)
Subaru Impreza WRX STI
Subaru Impreza WRX (2009-2011)
Volvo S60R

Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

Class Street Touring Roadster (STR)

BMW M Coupe & M Roadster (1998-2000)
BMW Z3 (non-M)(6-cyl)
BMW Z4 (non-turbo, non-M)
Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)
Honda S2000
Mazda Miata (1994-2005, non-turbo)
Mazda MX-5 Miata (2006-2009)
Mazda RX-7 (GSL, GSL-SE, GXL, 1988 GTU)
Nissan 350Z
Pontiac Fiero (6-cyl)
Pontiac Solstice (non-turbo)
Porsche 911 Carrera (3.2L) (1984-1989)
Porsche 924, 944 (non-turbo) & 968
Toyota MR2 Spyder
Saturn Sky (non-turbo)

- Per the STAC, the following revised version of the updated ST rules (specifically, the Section 14 changes) is submitted for member comment (4965). This package of changes is designed to achieve the following:

    1. Make a wider variety of cars competitive. Specifically, the “new” class will be targeted at newer, heavier FWD sedans such as the Mini Cooper, Mazda 3, Acura RSX, Toyota Corolla and Scion tC, as well as the new small FWD microcars (e.g. Mazda 2, Honda Fit, Ford Fiesta, Toyota Yaris)
    2. Give competitors a wider variety of solutions to the allowed modifications.
    3. Maintain as much of the current competitive landscape as possible.
    4. Eliminate “class-hopping”, where a car is run in multiple ST classes
    5. Make it easier to verify rules compliance, both for competitors and for officials
    6. Unify allowances across the category to minimize impact of classing changes

    The proposed changes are as follows:

    - Replace the first paragraph of 14.0 with:

        “*The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use.*”

        Note: While maintaining the original vision of the category, this softens the “legality” language to better match the proposed allowance changes.

    - Replace 14.6.A with 14.6.E, and remove the words “STX and STU”.

        Note: This standardizes the category on the existing STX and STU allowance.

- Remove the Appendix F clarification under Street Touring titled “Emissions System”.
- Change 14.10.F to read as follows:

  “F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. *Traction control parameters may not be altered*. *Any standard OBD communications port functionality must remain. Check Engine Lights (CEL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.”*

  1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing

  2. Supplementary (“Piggyback”) ECU may be used subject to the following restrictions:

  a) Connects between the standard ECU and its wiring harness only.

  b) Must be plug-compatible with the standard ECU (no splices).

  3. Electronic components may be installed in-line between an engine’s sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU’s operation of engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.

  4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.

  5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.

  6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.”

  Note: This expands the methods of allowed ECU tuning with the introduction of popular “plug n’ play” piggyback controllers. Restrictions limit the applicability and value of high end standalone ECUs masquerading as piggybacks. It also removes the emissions legality language, allowing the disabling of Check Engine Lights.

- In 14.10.E, remove ST, STS & STR section.

  Note: This standardizes the category on the existing STX/STU allowance.

- In 14.10.K, add the STF class to the first sentence (“ST, STS, STF – “).

  Note: this maintains the current status quo regarding aftermarket limited-slip differentials.

STREET PREPARED

- Per the SPAC, the following updated versions of class listings for SSP, ASP, BSP, and CSP for the previously-published SP re-organization proposal are presented for member comment:

Street Prepared Class S-Super (SSP)

Chevrolet
- Corvette (‘97-’04) (C5 Chassis)
- Corvette (‘05-’11) (C6 Chassis)

Dodge
- Viper

Elva
- Courier

Ferrari
- 355
- 360
- Dino 206 & 246 (all)
- F430 (all)

Ford
- GT

Griffith
- (all)

Lotus
- 7 & 7A
- Elan (RWD)
- Elan M100(FWD, all)
- Europa (all)

Elise, Exige, & Exige S (‘05-’11)
Elite 2+2 & Elcat
Esprit (4-cyl, all)
Esprit (V8)
Morgan
V8 all
+4 (2138cc, all)
Nissan
GT-R (R35)
Porsche
911 Turbo (AWD) ‘01-’11
911 GT2 (996 & 997, all)
911 GT3 (996 & 997, all)
Tesla
Roadster (‘08-’11)
TVR
4-cyl & 6-cyl (all)
V8 (all)

Sports cars over 2.0L not otherwise classified.
(See section 15.1.C for update/backdate limitations)

Street Prepared Class A (ASP)

BMW
128 & 135 (‘08-’11)
328 & 335 (‘06-’11)
Z4 35i & 35is (Coupe & Roadster)
Z8
Bricklin
DeLorean
DeTomaso
Mangusta (all)
Pantera (all)
Dodge
Stealth Turbo
Ferrari
250 (non-LM)
275
308 Coupe & Spider
330
365 Daytona GTB & GTC
348
Jaguar
E-type (all)
Mazda
RX7 (‘93-’95)
Mercedes Benz
CLK 320 & CLK 32 AMG
Mitsubishi
Lancer Evolution XIII & IX (‘03-’07)
Lancer Evolution X & Ralliart (‘08-’11)
3000GT Turbo
Nissan
370Z
Pontiac & Saturn
Solstice GXP & Sky Redline
Porsche
Boxster & Cayman (all)
911 Turbo ‘76-’89
911 Turbo (964)
911 Turbo (993)
911 (996 & 997)
Shelby

Cobra 289
Subaru
Impreza WRX STI (‘04-’07)
Impreza GT, WRX, & WRX Sti (‘08-’11)
Sunbeam
Tiger 260 & 289
Toyota
MR2 ‘91-’95 (All)
Supra Turbo (‘93.5-’98)

Street Prepared Class B (BSP)

Audi
TT (1.8T, FWD & Quattro)
TT (3.2L, Quattro)
Quattro Turbo Coupe
BMW
M Coupe, M Roadster, & Z3 (6-cyl)
M3 (E36 chassis, all)
M3 (E46 chassis)
Z4 30i
Chevrolet
Corvette (‘53-’54)
Corvette (‘55-’57)
Corvette (‘58-’62)
Corvette (‘63-’67)
Corvette (‘68-’82)
Corvette (‘84-’96) (all)
Chrysler
Crossfire & Crossfire SRT6
Honda
S2000 (All)
Mazda
MazdaSpeed Miata
RX-7 Turbo (‘86-’92)
RX-8
Nissan & Datsun
240Z, 260Z, 280Z
280ZX & 280ZX Turbo
300ZX Turbo (‘84-’89)
300ZX Turbo (‘90-’96)
350Z
Pontiac
Fiero (V6)
Firebird Firehawk SLP (‘90-’92) (3rd gen, 383cid)
Firebird Firehawk SLP (‘93-’02) (4th gen, 383cid)
Porsche
911 ‘65-’89
911 (964 & 993)
911 (non-turbo, NOC)
914/6 (all)
924 (all incl. Turbo)
944 (all incl. Turbo)
928
968
Saleen
Mustang S281E & Mustang (NOC)
Triumph
TR-8

Street Prepared Class C (CSP)

BMW
Z3 (4-cyl)
M3 (E30)

Datsun
Roadster (1500, 1600, & 2000)
Fiat
Abarth (all)
124 Spider (‘75-’78) & 2000 Spider (non-Turbo)
2000 Spider Turbo
Honda
Civic (1.5L) ‘84-’87
Civic & CRX ‘88-’91
CRX (1.5L) ‘84-’87
Jensen-Healey
Lancia
Scorpion
Lotus
Cortina
Elite (1216cc)
Mazda
MX-5 Miata (‘90-’05)
MX-5 (‘06-’11)
RX-2 & 616
RX-3, RX-3SP, & 808 Mizer
RX-7 (non-turbo) ‘78-’85
RX-7 (non-turbo) ‘86-’92
Mercedes Benz
190E 16v
Morgan
4/4
Pininfarina
2000
Pontiac & Saturn
Solstice & Sky
Porsche
356 & 1600
924S & 944 (8v)
Carrera (4-cyl only)
Toyota
MR2 & MR2 Supercharged (‘85-’89)
MR2 Spyder (‘00-’05)
Supra (‘79-’81)

Sedans over 1.7L & under 3.0L not otherwise classified.
Sports cars under 2.0L not otherwise classified.
(See Section 14.1.C for update/backdate limitations.)

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - SP Re-org comments (4426, 4436, 4437, 4440, 4442, 4443, 4445, 4452, 4468, 4477, 4486, 4487, 4489, 4492, 4498, 4499, 4500, 4501, 4505, 4512, 4514, 4542, 4543, 4556, 4557, 4559, 4563, 4570, 4594, 4604, 4606, 4651, 4662, 4682, 4685, 4689, 4716, 4746, 4845, 4849)

STREET MODIFIED

- The SMAC has recommended the following rule change proposals, which are published here for member comment:
  - Change Appendix A, Class SM, Minimum Weight Calculations to add:

    “*Solid axle RWD cars subtract 25 lbs. per liter.*” (4680)

  - Change Appendix A, Supplemental Class SMF, the first item under Minimum Weight Calculations to read:

    “2-seater: *1610* lbs. + 125 lbs. per liter.” (4696)
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Subframe allowance proposal comments (4726)
  - Engine allowance proposal comments (4274, 4544)

PREPARED

- Per the PAC, the following rule change proposal is presented for member review and comment:
  - In Section 1.c of Appendix A for XP, increase the maximum allowable wing height from 12 inches to 18 inches for convertibles/roadsters with no roof and targas with no rear window. (4148)

    Comment: Members have indicated current wing height restriction place open cars to at a significant disadvantage, versus closed cars.

- Per the PAC, the following rule change proposal is being presented for member review and comment:
  - -Add the following to 17.4.H:

    "3. For EP cars with 2 valve per cylinder piston engines, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty." (4723)

    Comment: The intent of this proposal is to provide a moderate competitive adjustment for vehicles in EP with less powerful 2 valve engines, without disruption to other cars in the class.

- The PAC and SEB have reviewed the following items, and thank these members for their input:
  - DP Weight Formula comments (3432, 3433, 3443, 3450, 3451, 3599, 3700, 3731, 3732)
  - XP Weight Formula comments (3925, 3927, 3932, 3962)

MODIFIED

- Per the MAC, the following revised version of a previously-published rule change proposal is presented for member comment:
  - In Appendix A, under Modified Class F, add new subsection A.7 and renumber subsequent items accordingly:

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

    Note: this change brings the proposal into consistency with the recent CRB action regarding F5 Rotax restrictors.

- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - Headlight/bodywork allowances (4537)

NOT RECOMMENDED

- Stock: Allow Club Racing B-spec cars (4740)
- Street Modified anti-lift kit (4473) Per the SMAC, this involves modifications which involve replacing a suspension mounting bracket with an alternate piece. Since the bracket does not move it is not considered part of the suspension, and the result is the attachment point is modified and thus it is not compliant. Additionally, these kits involve using spacers for the subframe for clearance with the replacement bracket, which is also not allowed.
- Street Modified, Super Touring cars (4745)

TECH BULLETINS

1. Stock: The '08-'11 BMW M3 listing in AS is clarified to read as follows (4641):

   M3 (2008-2011)

2. Prepared: Per the PAC, the following new listing is effective immediately upon publication (4857):

   Mazdaspeed MX-5 Miata (2004-2005) FP

3. Prepared: The listing in FP for the Porsche 944 is clarified to read as follows (4705):

   944 (non-turbo, all) (1982-1991)

4. Modified: Per the MAC, the following make is added to the list of eligible manufacturers in Appendix A Modified Catgory, under Modified Class C, subsection B: Anson (4281)

5. Modified: Per the MAC, the allowances of 18.1.C.1.i and 18.1.C.3 permit the use of ferrous material for a transmission tunnel in a Stock Tub Modified production-based car, so long as all other relevant requirements (e.g. size) are met. (4536)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | May 18, 2011

The RallyCross Board (RXB) met via conference call May 18. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Howard Duncan and Brian Harmer from the National Office.

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

1. National Championship site: Howard Duncan reported that he has not heard back from Heartland Park Topeka. He has received information on Salina Speedway and has lined up a person to check the site for suitability. Ken Cashion also reported early considerations of a site in Tulsa, Oklahoma. There was discussion of pursuing various sites on the east coast or returning to the Colorado site in Fountain for 2011. The RXB discussed a deadline date for finding a site but decided that it is most crucial to hold a National Championship and to focus efforts on securing a suitable site. The National Championship site will be of highest priority at the June 1 RXB meeting.

2. Detroit event: With the Detroit Region in a probationary period, the RXB discussed several aspects of the Region's May 21 event. The RXB is intent to keep the Detroit Region events operating safely and within operating rules.

3. Growth discussion: The growth discussion began with a growth needs statement from each of the RXB members, followed by a period of open discussion. The discussion was then directed to the following topics and suggestions from RXB members:

   Partners**:**
   - Involvement of a tire supplier in RallyCross: Something akin to Tire Rack's involvement in Solo, with sponsorship of events and, most importantly, competitors having a choice of at least two brands of rally tires from the supplier.
   - National title sponsorship for RX awards and Championship.
   - Secure a land partner.
   - Capitalize on emerging euro-style rallycross.
   - Get a budget to have experienced people help as needed.

   Marketing**:**
   - Fresh content at the SCCA website: Important to attracting new people to the program and retaining those already involved. Along with the website being kept current, the forums should also be kept current. One of the RXB members could serve as a liaison to the Webmaster to aid in these efforts.
   - Better website presence on SCCA.com and other websites.
   - Contact previous participants (those who haven't returned) with a survey about their RallyCross "experience" to determine if there are things that organizers need to improve. In other words, did we drive them away through lack of organization or things of this nature?
   - Contact the SCCA Marketing Department to duplicate for RallyCross the "Solo Promo Kit" that is already available.
   - Create a marketing plan.
   - Advertise on Dirty Impreza or similar websites.
   - Use social media.
   - Use a marketing company.
   - Advertise at other motorsports events.

   National Events:
   - Specific Supplemental Regulations for Regionally-hosted National events: Standardized Supplemental Regulations for the National events that are easier for the Regions to adapt to their specific event, especially as the Regionally hosted National events vary from the National Championship event in operational and organizational aspects. A Region should only need to make a few schedule and registration changes to the Supplemental Regulations in order to have them ready to release to the public. The more streamlined we can make the process of hosting a National event for a Region, the sooner a Region can post the regulations and move on to promoting and organizing the event.
   - Expand the East and West Challenges to 4 events.
   - Have the three championships and all the challenges mean enough for the competitors to show up.
   - No regional events within 1000 miles on the same weekend as a Championship or Challenge.
   - Add Central States Championship.
   - Possibility of fewer National events, with more energy focused on Regional events.

   Classes / Rules:
   - Test the waters with Street Mod to see if it will bring the numbers some say it will.
   - SM, or maybe call it Street Performance, (SPF), (SPA).
   - Add MR and Street Modified classes.

Regional Level:

- Create a new region packet to include site, insurance, operation, and advertising information. Something similar to the Solo Promotion Kit.
- Encourage neighboring Regions within a Division to work with each other, however possible, to increase attendance and possibly create a Divisional series. Use Divisional RallyCross stewards.
- Become involved with Regions without a program to assist them in what's needed to start a new program. Along those lines, contact those who are serious and get them the RallyCross Safety Steward training. Get them trained, so they are in place when the first event happens.
- Encourage the "Big" programs to infect adjacent Regions (Divisional series).
- Target regions with strong Solo programs for start-ups.
- Identify and address regional traditions that might be anti-SCCA or anti-National RallyCross.
- Regional growth should be of highest priority.

Philosophy:

- Keep it fun. People vote with their dollars.
- Keep it simple. KISS applies here.

Motion: Cashion/Ricker – Create a RallyCross Marketing Committee to coordinate all marketing and communication for the RallyCross program with Ron Foley as the lead on the new committee. Motion approved: Unanimous.

Action item: Ken Cashion will contact Ron Foley to request his services on the RallyCross Marketing Committee.

Next meeting: June 1, 2011

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | June 1, 2011

The RallyCross Board (RXB) met via conference call June 1. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance was Todd Butler, BOD liaison.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): The RXB discussed the outcome of Detroit Region decision and their May 21 event. The event occurred without incidents or problems. The RXB discussed the possibility of adopting RallyCross Rules language to more clearly define Safety Steward responsibility at an event. Tom Nelson will work with Warren Elliott in that effort. Tom Nelson also reported that no incident reports had been received since the last RXB meeting.

2. RallyCross Rules Committee (Warren Elliott): Warren Elliott has posted reminders of the upcoming new rules submission deadline of June 15 at several forums. No new submissions have been received.

3. National Championship Committee (Ken Cashion): Ken Cashion reported discussions with an official from the Northeast Oklahoma Region regarding a possible and promising site near Tulsa. Howard Duncan will evaluate the site later in the week and report back to the RXB. The RXB is still waiting for confirmation from officials in Alabama about using their site. Bob Ricker will contact the Alabama officials in regard to their site and ability to host the Championship. Ken Cashion reported that the Colorado RallyCross program is willing and able to host the event again for 2011 if necessary. The RXB agreed that if a Midwest or Eastern site is not secured by July 1, Colorado will be notified to begin preparations to host the event for 2011.

4. Divisional Steward Liaison (Stephen Hyatt): Stephen Hyatt reported that no Divisional RallyCross Stewards meeting was held in May due to scheduling issues.

5. Forum Activity: The RXB discussed the "making RallyCross better" post and the marketing suggestions offered from various forum contributors. Some of the good suggestions include producing a RallyCross promotional video, using a "bring a new competitor and race for free" promotion, getting local media coverage, and hosting displays at major motorsports events.

Old Business

Growth Discussion: Ken Cashion reported making contact with Ron Foley who agreed to head up and organize the RallyCross Marketing Committee. Also, the RXB discussed the need to set objectives for growth, in percentage terms, for the RallyCross program. In formulating a set of growth objectives, the RXB agreed that it would be helpful to have the SCCA's expectations of acceptable and expected growth within the program. The RXB made a goal to ascertain those expectations and have a set of objectives for RallyCross growth defined by September 1.

Next meeting: July 6, 2011

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44
2011 Runoffs home page: http://www.scca.com/event.aspx?hub=1&event=17207

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61
2011 Tire Rack SCCA Solo National Championships home page: http://www.scca.com/event.aspx?hub=3&event=17058

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED August 2011

BOARD OF DIRECTORS

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SCCA BOARD OF DIRECTORS MINUTES | June 10-11, 2011

The SCCA National Board of Directors met in Topeka, Kansas Friday, June 10 and Saturday, June 11, 2011. The following members participated: Jerry Wannarka, Lisa Noble, RJ Gordy, Michael Lewis, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, and Marcus Merideth.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President/CEO, Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally, Solo and Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services; Doug Gill, General Manager, Technical Services; Aimee Thoennes, Executive Assistant, Peter Lyon, Risk Management; Rick Myers, Region Services Manager, John Bauer, Technical Services and Ryan Miles, Technical Services.

James Hilbert, Mize Houser and Company participated in the meeting Friday, June 10, 2011. The following members of the SCCA Club Racing Board participated in the meeting on Saturday, June 11, 2011: Bob Dowie, Jim Wheeler, Jim Drago, Chris Albin, Dave Gomberg and Fred Clark.

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 Chairman Wannarka.

MARKETING/COMMUNICATIONS REPORT

Eric Prill discussed the upcoming July meeting with Haymarket regarding SportsCar magazine to review the structure of the magazine, delivery method, number of issues and e-publishing options for the next 12 months and remainder of the contract which expires in 2013.

In Feb 2011 Board directed staff to start process and determine desires of Spec Miata (SM) community with regard to what qualities they felt were most important for SM Tire (molded tire, dedicated rain tire, trackside support) and then to work with the Club Racing Board (CRB) to find an acceptable list of tires. Staff shared data with CRB who had input from SMAC (Spec Miata Advisory Committee) and SM Community. Staff was directed to negotiate contract with one company. SCCA has presented contract to a vendor and are awaiting vendor approval. Final step after contract is executed will be a rules change.

A contract was entered with RacerSites.com in April and target launch date for the new website is August 14, 2011. Wire frames were presented to the Board and the project is on track. Main goals are to reduce clutter and address prospective members not familiar with SCCA programs while meeting the needs of existing SCCA members. A focus group has been created to help review.

BFGoodrich Tires SCCA Super Tour Events have been very well received. Drivers have been happy with results. BFG also pleased with results. Regions are adding elements and regions are trying to fight for Super Tour events. We have some great elements but room for improvement.

RALLYCROSS, RALLY AND SOLO REPORT

Howard Duncan reported that RallyCross is close to securing a new National site in Tulsa.

Bob Martin requested that the BoD review the license suspension imposed on him by the RXB.

> BOARD STATEMENT: The Board supports the actions and sanctions made by the RallyCross Board. Howard Duncan was directed to respond with the statement to Mr. Martin.

General discussion continued over viability of the RallyCross and Rally programs. There was agreement from the Board that there needs to be consistent improvement in participation, membership and development of the programs. Howard Duncan to meet with program boards to further develop a strategy and will update Board at their October meeting.

The RoadRally (RR) community has concerns with the Weekend Membership program in that they view it as overly complicated to administer, costly to organizers, and detrimental to event attendance. We have asked them to come to us with an alternate way to administer it OR whether RoadRally events should be exempt from the program.

Solo entries varying from flat to down depending on area of country.

MOTION: To approve the following changes to the SCCA Operations Manual. Walsh/Jones PASSED. Langlotz abstained.

Add Section 6.3.6 National Appeals Committee

Appointment: The Solo Events Board will appoint the National Appeals Committee (NAC) for the specific purpose of hearing the appeal of protests at any SCCA Solo events, except ProSolo events.

Duties: The duties of the NAC, as well as the procedures and processes to be followed, will be described in the current edition of the SCCA National Solo Rules."

Add Section 6.7 ProSolo Administration

The overall authority for the ProSolo® shall reside with the SCCA National Office Solo Department. The program objectives, rules, operational procedures, and program policies are included in the current edition of the ProSolo National Series Rules and any published amendments.

Discussion on SEB Rules change and consequences of reducing acceptance of class for national status from 3 years to 2 years and desire for STR national status for 2011.

BOARD STATEMENT: At the request of the SEB and in the interest of building strong new classes that are relevant to our membership, the BoD approved the following two motions effective on publication in Fastrack.

MOTION: to reduce number of years required for National Status in Solo from 3 to 2 years effective immediately. Walsh/Kephart PASSED.

The proposed rule change with the changes in italics:

4.8 B. Supplemental Class – Any non-National class running under a proposed rule set for purposes of evaluation. It may be run alone or within a parent class. Its drivers may or may not be eligible for awards. In determining whether or not a supplemental class will achieve National Class status, that class will be evaluated on whether it:

(1) has at least 25 participants (Open and Ladies Classes) for 3 of 4 consecutive National Championships or

(2) has at least 40 participants (Open and Ladies Classes) for 2 of 3 consecutive National Championships or

(3) fits with the long-term vision for the continued growth of Solo according to Introductory Section I.2.3 of the Solo Rules.

MOTION: to approve STR as National Championship class at 2011 Solo National Championships if they meet or exceed the total number of drivers that competed in 2010 (51) effective immediately. Walsh/Jones. In Favor: Merideth, Jones, Lybarger, Butler, Kephart, Walsh, Lewis, Gordy, Noble. Opposed: Wannarka, Langlotz, Creighton and Patullo. PASSED.

MOTION: to approve the minutes of the February Board of Directors' Meeting. Lybarger/Lewis. PASSED. Unanimous please move to just ahead of Eric's report.

Next Board meeting will be by conference call on Monday, August 15 time TBD.

PRESIDENT'S REPORT

Jeff Dahnert reported that through April the club is $40K ahead of budgeted operating income. Membership has trended up

slightly so far this year, but it has done that in previous years and then fallen off again. Discussion that the monthly emails showing local events available to members should be keeping members engaged.

Discussion of RallyCross trademark and cross-licensing. ALMS joint promotion (SCCA as Official Grassroots Partner of ALMS) announcement generated mostly positive response.

Dahnert provided a summary of ideas to grow the SCCA financially, in member satisfaction and in support of the goals and policies of the Board.

MEMBER SERVICES REPORT

Colan Arnold gave updates on projects and membership status. Membership at the end of April was 42,832 members, an increase of 1,072 members. Overall membership is up through the end of May compared to 2010. New memberships have dropped off through April – possibly economy and weather related.

Rick Myers joined the meeting for discussion of the request from Allegheny Highlands for a provisional region charter. Allegheny Highlands is currently a chapter of Central Pennsylvania Region.

> MOTION: To approve the ceding of territory, to include the following counties: Indiana, Cambria, Somerset and Bedford, from Central Pennsylvania Region and issue a Provisional Regional Charter to Allegheny Highlands. Merideth, Langlotz. PASSED, Wannarka abstained.

Myers exited the meeting.

FINANCIAL REPORT

James Hilbert, Mize Houser and Company presented the 2010 audit report and extended congratulations to the Finance Department for their great job! No issues in controls and no adjustments were needed. The financial statements are accurate and clean.

> MOTION: To accept audit report as presented. Lewis/Merideth. PASSED. Unanimous

Hilbert exited the meeting.

Rick Ehret presented completed finance report through April 30, 2011. He reported a positive variance to date on budget and that cash flow is stable and investment reserves are growing.

SCCA PRO RACING REPORT

Tom Campbell reviewed staff changes: appointment of Tom Campbell as President, Scott Clatterbuck as Business Manager, new hire starting July 5 as series administrator.

Campbell presented “state of SCCA Pro Racing” report for 2011. Campbell exited the meeting.

LIAISON REPORTS

STEWARDS – Gordy/Merideth
Discussion on concern for oversight into the stewards program for checks and balances. Desire to document responsibility for changes and updates to Stewards Manual to the Chairman of the Stewards.

> MOTION: To approve the following language addition to the Operations Manual section 5.3 effective immediately. (additions in italics) Gordy/Langlotz. In favor: Gordy, Walsh, Butler, Langlotz, Wannarka. Opposed: Noble, Lewis, Patullo, Kephart, Lybarger, Creighton, Jones, Merideth. FAILED.
>
> 5.3 Chairman of the Stewards
>
> Appointment: The Chairman of the Stewards Program shall be appointed at the August board meeting by the Board of Directors with input from the senior executive in charge of Club Racing. Term begins November 1.
>
> Duties: The Chairman of the Stewards will have authority over and responsibility for the Club Racing
>
> Stewards program.

The Chairman, in consultation with the Club Racing Board, the Executive Stewards, and Stewards Program Advisory Committee and subject to BOD approval, will establish the policies and procedures of the Stewards Program and document them in the Stewards Manual.

The Chairman, in consultation with the Club Racing Board, the Executive Stewards, and Stewards Program Advisory Committee, will update the Stewards Manual annually and will submit each year's version to the BOD Liaison for BOD approval during their spring meeting.

The Chairman of the Stewards shall designate a sufficient number of National Stewards for each Division to serve as Chief Stewards of National Race, from nominees of the Executive Stewards for the following calendar year. Designations shall be made no later than November 1 of the year prior.

5.3.1 Stewards Program Advisory Committee

Appointment: Shall consist of the Board of Directors liaison to the Stewards, the senior executive in charge of Club Racing and others as appointed by the Chairman of the Stewards Program.

Discussion over maintaining consistencies between operations manual and stewards manual and the need to follow the procedures we currently have in place.

MOTION: to approve the following language addition to the Operations Manual section 5.3 effective immediately. Gordy, Merideth. PASSED. Unanimous

The Chairman, in consultation with the Club Racing Board, the Executive Stewards, and Stewards Program Advisory Committee will establish the policies and procedures of the Stewards Program and document them in the Stewards Manual.

Directors are to contact their execs and discuss progress and directions for Stewards program prior to BoD August conference call.

CRB – Merideth/Patullo

Marcus Merideth and Dick Patullo reported that the CRB is spending a considerable amount of time during conference calls on letters. This weekend is their first face to face since convention and will be focused on strategy and long term planning. The CRB will be presenting to the board on Saturday.

MOTION: to approve the addition of the paragraph below to the Operations Manual Minutes 2.2.6 regarding the Minutes effective immediately. Patullo/Langlotz PASSED Unanimous.

These minutes may be posted on the SCCA website or distributed by the club office to SCCA members prior to appearing in Fastrack in order to allow participants maximum time to address the items included. The effective date of the items will remain the date noted in Fastrack.

SEB – Walsh/Jones

SEB operates very smoothly – most controversial issue has been over the success of a class. SEB working on range of penalties vs current penalty extremes. They are also working on requirements for sound rules and procedures. ST classes are maturing and will be looking at rules changes probably in August or later this year. Requirements for new sound rule are being reviewed for sportsmanship issues.

RXB – Butler/Creighton

Considerable time has been spent on recent accident and actions taken. Need plan for moving RX program forward to profitability.

RRB – Kephart/Lybarger

RoadRally is a great legacy program. They are happy and there don't seem to be any issues aside from weekend membership questions and the need to work on the development and growth of the program.

TTAC – Lybarger/Creighton

Working on experience requirements that can transfer to road racing experience.

COA – Gordy/Langlotz

Brief discussion on recent COA issues and release of evidence.

Foundation – Butler
Update from Chairman Jim Turley via email that Tire Rack is happy with SCCA. They are still working on raffle concept. Foundation board call on Monday. No major issues.

SCCA Enterprises – Jones
Sales are slightly off due to economy but have adjusted operations accordingly.

Race Track Committee – Patullo
No activity

RISK MANAGEMENT REPORT

Pete Lyon updated Board on various issues and pending litigation. The trend toward legalization of medical marijuana highlighted the need to look at a revision of the current GCR language. The GCR language can then be used as a model for the other SCCA activity rulebooks. Pete will work with Club Racing and the Medical Administrator to revise the language and submit it for approval. New policy will be across all programs.

CLUB RACING

Terry Ozment reviewed participation data for trending.

Discussion of the Insurance program and the various issues (i.e. tracking, reporting) combined with the need to balance insurance recoveries with overall insurance costs. The board supports staff's efforts to continue to look at modifying the insurance program but no specific changes endorsed at this time.

CRB RULES PACKAGE

An item for Formula B regarding shifter changes was withdrawn by the CRB for further consideration and will be presented to the Board at a later date.

MOTION: To approve items listed effective 1/1/2012, except GCR item 2 and GT1 item which are effective immediately. Patullo/Merideth PASSED Lewis abstained from vote on GT1 item.

GCR

1. #2534 – January
   Clarify 5.12.2.A.7 as follows: "~~Convey~~ *Forward* to the SOM ~~any proposal to modify~~ *any Chief Steward proposed modifications* to the schedule of competitions *for approval*."

2. #3271 – January
   The staff and CRB have determined that the MSCC Novice Permit is equivalent to an SCCA regional license. In 3.1.5.C.7.7, modify as follows: "Midwestern Council of Sports Car Clubs (MCSCC) Full *and Novice permit"*

Grand Touring
GT1

1. #4577 – June
   In 9.1.2.D.10.c, add a new subsection as follows: "*3. Tail lamp decals are permitted only on GTA/ASA/NASCAR type bodies. The decals must be in the approximately stock location and the brake lights must be centered and visible within or behind the decals.*"

Super Touring

1. #3316 – January
   Replace 9.1.4.L.3 with: "*Standard headlight and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension.*"

STU

1. #3831 – March
   In 9.1.4.2.G, vehicle table, Mini Cooper S, add to the Notes: "*JCW supercharger pulley permitted*."

Production

1. #3553 – March
   In 9.1.5.E.1.m and 9.1.5.E.2.m, add a new subsection 7 as follows: "*Any engine balance shafts and associated gears or pulleys may be removed and the resulting openings plugged (including those in oil passages).*

Alternate pulleys or gears, of the same number as stock, may be installed in the location of the balance shaft pulleys or gears if required for timing belt or chain operation; they must serve no other purpose."

FP

1. #3211 – January
   In 9.1.5, FP, increase compression ratio of the following BMWs: 320i (77-79), 320i (80-83), 318i and 2002/tii to *12.0:1*.

American Sedan

1. #2950 – March
   In 9.1.6.D.1.s, add the following: "*Unless otherwise restricted within the AS rules, paints and coatings are permitted on drive train components except for the following locations: internal engine block surfaces, internal cylinder head surfaces, internal intake manifold surfaces, and internal carburetor surfaces.*"

Showroom Stock

1. #3895 – April
   The CRB proposed, and BoD approved, plan to reduce Showroom Stock eligibility from 12 years to 11 years in 2012 and to 10 years in 2013 affects certain cars that would have "timed out" in 2012 or 2013 whose owners purchased them with the expectation of being able to run them up to that time (these are cars whose last production year was 2001 or 2002). The CRB recommends that these cars be allowed to complete their 12 year eligibility and that the 10 year eligibility be in force from 2014 onward.

Touring

1. #3813 – March
   Add a new subsection 9.1.10.D.1.f.5 as follows: "*Accusump systems and related hoses and brackets are permitted in all Touring category cars.*"

T2

1. #3063 – January
   In 9.1.10, T2, Chevrolet Camaro SS & Z-28 (98-02), add the following to the Notes: "*Strano Performance Camaro Track Package (Part #SP-141, Spring Set (550# Front/150# Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted.*"

2. #2870 – February
   In 9.1.10, T2, Ford Mustang Coupe GT & Shelby GT (05-10), change wheel sizes from ~~18 x 9.5 (F&R)~~ to *18x10 (F & R)*.

3. #3507 – February
   In 9.1.10.D.9.C.2, delete "*with a multi-panel type mirror*".

4. #3514 – February
   In 9.1.10, T2, Lotus Elise (2005-2010), change wheel sizes from ~~16x6.5 (F) 17x7.5 (R)~~ to *16x8 (F) 17x8 (R)*.

5. #3771 – February
   In 9.1.10, T2, Chevrolet Camaro SS (2010-2011), change wheel sizes from ~~20 x 8 (F) 20 x 9 (R)~~ to *20x10 (F & R)*.

6. #3772 – February
   In 9.1.10, Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), change wheel sizes from ~~18x9.5 (F&R)~~ to *20x10 (F&R)*

T3

1. #1351 – January
   In 9.1.10, T3, Subaru Impreza WRX (02-07), add to Notes: "*Nukabe non-adjustable sway bars (F) 667311a22 and (R) 666311bj22 allowed. AMS front and rear springs #AMS-SCCA01 permitted.*"

2. #1261 – February
   In 9.1.10, T3, Subaru Legacy GT Sedan/ Wagon (04-08) Spec B (08-09), add to the Notes: "*25mm front sway bar, 24mm rear sway bar permitted. Eibach springs permitted: 0800.225.0250 front, 0800.225.0300 rear. Hypercoil springs permitted: 8A0250 front, 8A0300 rear.*"

CAR RECLASSIFICATIONS

IMPROVED TOURING
ITC

1. #3394 – January
   In 9.1.3, ITB, Dodge Daytona 2.2 (84-89), reclassify from ITB to ITC at 2380 lbs. and classify the identical Chrysler Laser.

MOTION: To approve the following GCR change to allow license holders from the Eastern Motor Racing Association (EMRA) and Atlantic Region Motor Sports (ARMS) effective immediately. Patullo/Merideth PASSED Unanimous

3.1.5 Regional Races

C. ……..

The Organizations whose licenses are currently approved by SCCA for competition in Regional events are as follows:

……

18. EMRA Competition License
19. ARMS Regional Competition License

Pete Lyon clarified differences between copyright and trademark infringements. Discussed the need to weigh issues and benefits with other organizations who use SCCA rules. Board directed Exec Staff and Pete Lyon to take a further look into organizations using SCCA rules and proceed as is prudent.

Discussion on mandatory use of head and neck restraints which were mandated effective 1/1/2012. The CRB has received letters asking the Board to reconsider. The discussion focused on the balance between providing members "option to choose" while protecting the club from risk.

MOTION: to change the 2012 GCR section 9.3.20. C.2 to read: The use of a head and neck support system meeting the performance of SFI 38.1 or FIA 8858 is ***highly recommended***. Patullo/Langlotz. FAILED. In favor: Patullo, Lybarger, Jones, Gordy, Langlotz. Opposed: Merideth, Creighton, Butler, Kephart, Walsh, Lewis, Noble, Wannarka.

MOTION: to change 2012 GCR section 9.3.20. C.2 to read: As of 1/1/12, Head and neck restraints meeting SFI 38.1 or FIA 8858 will be required. The SCCA may also specify additional acceptable Head and Neck Restraint systems that are certified by manufacturers to exceed the performance standard described in SFI 38.1, or other appropriate industry standards as tested by one of the labs qualified to undertake such performance tests. Patullo/Langlotz. FAILED. In favor: Patullo, Langlotz, Wannarka, Jones. Opposed: Gordy, Lewis, Walsh, Kephart, Butler, Lybarger, Creighton, Noble.

In response to concern that the competitors may be unaware of the 1/1/2012 effective date for the mandatory use of head and neck restraints, Staff will work on an education piece for SportsCar and mass email regarding the requirement and how to be compliant

Discussion on Formula F over competitive stance of Kent versus Fit engine and specifically Fit restrictor sizes. Concern is parity and honoring what was promised to that community when the Fit engine was introduced to the class.

MOTION: the Board of Directors directs the CRB to come back with a 30.5 mm restrictor for the Honda Formula F motor. Gordy/Butler. FAILED. In favor: Butler, Lybarger, Creighton. Opposed: Gordy, Lewis, Patullo, Walsh, Kephart, Jones, Merideth, Wannarka. Abstention: Noble, Langlotz.

It should be noted that the Board wishes to avoid second guessing technical recommendations made by our Program Boards. Specific to this issue the Board gave the CRB permission to make restrictor competition adjustments outside of the rules season schedule.

CRB given verbal confirmation that the Board desires to enforce the 2.5 rule. Discussion followed over possible changes and potential impact. No decision made about alternatives at this time.

Following discussion about Runoffs scheduling including combined class qualifying and racing the board directed the CRB to look at future Runoffs scheduling and return to Board in October with a balanced and feasible plan.

Bob Dowie updated the Board on pending class reorganization.
There was discussion with CRB over the homologation process and what is allowable under the rules and spirit of the class.

MOTION: to grant Scott Tucker, a Runoffs past champion, a requirements waiver for the Runoffs as requested. Noble/

Kephart. FAILED, Unanimous.

Planning Committee Report
Must make what we do “easy” – easy to get to track, get license, get on track…too many barriers to entry. Several ideas were presented to improve operations and program entry.

MOTION: to adjourn Gordy/Jones. PASSED.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 5, 2011

The Club Racing Board met by teleconference on July 5, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Richard Patulo, BoD liaison; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 11-08, 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

1. #1829 (Terry Ozment) Clarify terms of driver vs entrant
   In Appendix A replace the current definition of Entrant, as follows:
   ENTRANT – a regular SCCA member who submits an entry to compete in an SCCA Club Racing event. The entrant may also be the driver. If the entrant is not also the driver, the entrant has the same rights and responsibilities as the driver except that he may not drive the competition vehicle on course nor may he substitute for the driver in an SOM or Court of Appeals hearing.

2. #4206 (CRB) Required Medical Forms
   Change the beginning of Appendix C.2.1.A as follows: "Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form*, a completed Federal Aviation Authority medical form* or a NASA approved medical form. For the purposes of SCCA competition licensing, the term "form" refers to ~~either version~~ *any of these*. The form must be submitted every 5 years for applicants ages 15-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages ~~50-59~~ *50-69*; and every year for applicants age ~~60~~ *70* and over."

3. #4668 (Andrew Charboneau) One car per class entry
   Replace the current 4.4.2 with the following:
   ~~4.4.2. Entering Multiple Classes~~
   ~~An entrant or driver who enters more than one class under a single sanction number must submit separate entry forms and fees for each class.~~
   4.4.2. Multiple Entries
   A. An entrant or driver may enter the same car in multiple classes in different race groups under the same sanction number provided he submits separate entry forms and fees for each class.
   B. An entrant or driver may enter multiple cars in a single class under the same sanction number with the following provisions:
   1. He must submit separate entry forms and fees for each car.
   2. He will receive no refund of entry fee for any entered car that takes the course during any session under that sanction number.
   3. Entering multiple cars in the same class cannot lead to oversubscription in a single class race group.
   4. A particular driver / car combination may be qualified more than once, but only the last driver / car combination qualified retains a qualifying time and all qualifying times for all prior driver / car combinations are forfeited.
   C. An entrant or driver cannot enter the same car in multiple classes in the same race group.

4. #4731 (Jim Rogaski) Clarify lead car duties when there is no pace car
   Modify the last paragraph of 6.5.1.E as follows:

   E. If a pace car is not used, the pole car will ~~serve that function~~ *pace the field* from its position in the front row, complying with the instructions of the Chief Steward or his designee.

   Replace the current 6.6.2 with the following:

   6.6.2. Full Course Yellow Procedures

   The Chief Steward may use a safety car as necessary to control the field and to assure expeditious restarts.

   A safety car and/or the lead car will be used to control the field and to assure expeditious restarts. All vehicles must pass

any on track incident(s) well under control.

A. Safety Car

1. A safety car will enter the course only under double yellow flags.

2. When dispatched, the safety car, with emergency lights flashing, will gather the field under steady and reduced speeds that are appropriate to track conditions.

3. If the safety car is not dispatched in front of the leader, an official in the safety car will wave cars by until the leader is behind it.

4. Prior to a restart, the safety car will maintain the established pace, extinguish the lights, and exit the course.

B. Lead Car.

1. If there is a safety car, the lead car will control the field, as follows:

i. Smoothly and orderly slow the field prior to the safety car entering the track.

ii. Keep pace with the safety car, and not balk the field.

iii. Maintain the speed of the safety car coming down to a restart.

2. If there is no safety car, the lead car will control the field, as follows:

i Slow the field to permit the entire field to bunch up single file behind him.

ii Maintain a consistent pace that is appropriate to the track conditions.

iii Maintain a steady pace coming down to a restart.

3. The Field.

i. All drivers must make every effort to safely catch the field as soon as possible to form a single and evenly-spaced line behind the safety car or leader.

ii. Race cars may not pass the safety car unless waved around by that official. Any car passing the safety car without being directed may be black-flagged into the pits, and other penalties may be imposed, as specified in Section 7.

iii Drivers must maintain the safety car's pace and not improve their positions or begin racing until the green flag has been displayed to restart the race.

iv. A driver of a disabled car or a car that cannot maintain the pace should not hold up the field. He must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other drivers may safely pass the signaling vehicle. A driver of a disabled car should seek assistance at the nearest corner station, or pit at the field opportunity.

5. #5446 (CRB) Clarify use of circle "E" decal
In 9.3.23.B, add a new item 4 as follows: "*4. The circle "E" decal of 9.3.23.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher.*"

FORMULA
F500

1. #5205 (S. Jay Novak) Revised proposal for 600cc motorcycle engines in F500
The CRB has received modifications to the proposal submitted last year to allow 600cc motorcycle engines as alternates to the currently approved engines in F500. The rules changes below, including the specification of intake restrictors and weight, would be used to implement this proposal if approved by the BoD.

In 9.1.1.E.1, add to the end of the first sentence: "*, or motorcycle engines*"

In 9.1.1.E.14, modify the first sentence as follows:
Except as allowed in 9.1.9.E.15, ~~E~~*e*ngines shall be two-cylinder, two-cycle, water-cooled in stock configuration as listed below:

In 9.1.1.E, add a new subsection 15 as follows and renumber succeeding subsections.

E.15. Motorcycle Engines

A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.

B. The existing F500 Rotax 493, 593 and 494 two stroke engines shall be the competitive benchmarks for F500. To that end, the power of all motorcycle engines allowed in F500 shall be controlled by the placement of 30.0 mm flat plate intake restrictors placed between each cylinder throttle body and its corresponding inlet port. All air entering the intake ports of the engine must pass through the required intake restrictors. The CRB may require adjustments to the restrictors at any time by publication in FasTrack

C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless

specifically authorized in these rules.

D. *The stock ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to or outputs from the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.*

E. *Turbochargers and superchargers are prohibited.*

F. *Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.*

G. *The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.*

H. *The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems are permitted.*

I. *Oil coolers are unrestricted.*

J. *The cooling system is unrestricted. Radiators and associated ductwork shall comply with the existing F500 bodywork rules.*

K. *Replacement of the stock camshaft chain tensioner with any other chain tensioner is permitted. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.*

L. *Replacement of the standard connecting rod fasteners with alternate fasteners is permitted as long as there are no modifications to the production connecting rods Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or to the production assembly.*

M. *The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.*

N. *Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.*

O. *Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.*

In 9.1.1.E.6, label the existing paragraph as subsection A: "*A. Two-cycle engines*" and add a new subsection B as follows:

B. *Four-cycle engines*

1. *Only rear wheel drive is permitted.*

2. *The final drive ratio is unrestricted. Internal transmission gears shall remain stock.*

3. *Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.*

4. *All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are allowed. This may include cables, rods, or other mechanical linkage systems. Any other assisted shifting mechanisms are specifically not allowed. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.*

5. *The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.*

6. *Mechanical throttle mechanisms must be used on all engines. Computer, electronic or pneumatic control of the throttle position is not permitted.*

7. *The use of jackshafts to transmit power from the output shaft to the rear axle is permitted.*

8. *Final drive chain tensioners are permitted.*

In 9.1.1.E.2, modify the first sentence as follows:

E.2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 lbs. for AMW and Rotax RAVE/non-RAVE 494 engines, 825 lbs. for Rotax 493 engines*, 850 lbs for Rotax 593 engines and four cycle 600cc motorcycle engines*).

In 9.1.1.E.18.B, modify the sentence as follows: "*Two-cycle engined* ~~C~~*c*ars shall not be started with the rear wheels on the ground unless a driver is on board."

FB

1. #3101 (Brandon Dixon) Clarify the shifting rules in FB
   After discussion with the BoD, the CRB withdrew its previously submitted recommended rule change (see the March Fastrack). In accordance with that discussion, the CRB proposes the following rule change in its place.

   Replace 9.1.1.H.8.D with the following: "*All gear changes must be initiated by the driver. Only shift mechanisms that are completely mechanical are permitted at no weight penalty. These may include (but are not limited to) any combination of rods, joints, levers, springs, paddles, cables and pneumatic components. No electrical or electronic components (including electrical wires) are permitted. Devices that allow pre-selected gear changes are prohibited. All other shifting mechanisms are permitted at a 40 pound penalty.*"

SUPER TOURING

1. #4144 (Chris Childs) Engine Swaps
   Add at the end of 9.1.4.G.1: "*It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine.*"

2. #4938 (Greg Amy) ST: remove fire system requirement
   Modify 9.3.23 as follows: "All cars shall be equipped with an On-Board Fire System except Showroom Stock, Touring, Spec Miata*, Super Touring* and Improved Touring."

   Modify 9.3.23.B as follows: "The following are acceptable for Showroom Stock, Touring, Spec Miata*, Super Touring* and Improved Touring cars:"

3. #5192 (Matthew Blehm) Brake modification allowance request..
   Modify 9.1.4.O.10 as follows: "Brake calipers~~, whether~~ *may be* OEM or aftermarket~~, shall be mounted in the stock locations~~. *Caliper mounting tabs may be modified or removed. Calipers must be mounted in the same location and orientation as the OEM calipers.*"

CAR RECLASSIFICATIONS

None.

WHAT DO YOU THINK?

SPEC MIATA

The CRB requests member input on whether or not the use of .25 mm(.010 in) over size pistons in all SM engines should be permitted. The Spec Miata advisory committee asks that members take into account the following in addressing this question:

- The cost of new crate motors is approaching $3500. Many used blocks are too worn to be suitable candidates for proper SM engines. The SMAC has decided to explore the possibility of allowing 0.25 mm (0.010 inch) over bores. The intent is solely to contain costs. While sleeving blocks is allowed, few machine shops do it well and the costs to do it properly are substantial.
- Over bore pistons and rings are readily available from Mazda and the cost is the same or less than standard. The basic engine rules would not change in regard to OEM parts since only Mazda parts would be permitted.
- The performance gain is negligible. For a 1999 Miata making 128 HP, the gain from the over bore pistons would be no more than 0.77 HP based on the added displacement.
- The purpose of permitting this over bore is not to create a performance enhancement nor as a parity adjustment measure. However, the advisory committee is mindful that this may become the perceived "standard" and that many competitors will feel that they "must" build to the new over bore allowance. To prevent this, cars using the over bore allowance would be assessed a 15-20 pound weight penalty. That will assure that there will be no performance advantage to using the over bore. But, a competitor with a running core motor will be able to build it without spending $3500 for a crate motor and will not sacrifice any performance or build quality due to worn out bores.

SHOWROOM STOCK AND TOURING

The CRB has been asked to consider making "open hoods" a requirement for all cars in Showroom Stock and Touring in post-race impound. Please let us know whether or not you agree with this request.

MEMBER ADVISORIES

RUNOFFS QUALIFYING

The CRB has received letters asking whether the classes that are scheduled to share Runoffs qualifying sessions could request at least one single class session. The CRB and the Runoffs Chief Steward remind competitors that any deviation from the qualifying procedures outlined in the Supplemental Regulations will require unanimous agreement of all qualified drivers in that group. The unanimous requirement is to ensure all drivers in the shared group have equal input and agree that they want to modify their qualifying session(s). Requests should be directed to the Chief Steward.

From the Runoffs Supplemental Regulations:
5.2. Qualifying Sessions.

- Grid positions for the first qualifying session for each class will be by finishing position from the Nationwide Points. The draw will be done on Sunday, September 18th and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session(s). This process is NON-PROTESTABLE.
- Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is NONPROTESTABLE.

FORMULA 1000

The CRB has received inquiries about the application of 9.1.1.H.4.B. The CRB intends that “stock” means stock; that means no material may be removed from any part of the engine unless specifically permitted. Future rule clarifications will include valve jobs being permitted as long as the seat diameter is not changed. Specific GCR language is being developed which may include other restrictions. The CRB has had discussions with the engine builders who supply the great majority of engines in the class. They are in agreement with the thrust of these clarifications and will be assisting the CRB in developing these clarifications and they will supply documentation for the use of SCCA technical inspectors to enforce them.

NOT APPROVED BY THE CRB

SPORTS RACING

CSR

1. #4601 (Steve Sanders) Request for performance adjustment - CSR 13B Rotary
   No action will be taken on this request without supporting dyno information showing the effects of increasing the SIR size for this engine.

FORMULA

F500

1. #5096 (Carl Wassersleben) F500 Chain Guards
   The current rule is correct as written.

FC

1. #3465 (Steve Sanders) FC engine rule proposal for the Mazda 2.0 MZR
   Based on member input, which was overwhelmingly opposed to any additional engines for FC at this time, the request to include the 2.0 liter Mazda MZR engine in FC is not approved. While some members recognize that one or more additional engines may be needed in the future, there is a clear desire to maintain stability at this time.

FV

1. #5215 (Brian Harding) Electric fuel pump
   This is not a necessary change; current fuel pumps are satisfactory.

GRAND TOURING

GTL

1. #4841 (Mark Ward) Tire Weight Penalty
   Part 1: The current penalty is appropriate as specified.
   Part 2: There is no intention to distinguish between types of tire construction.

2. #5075 (Lans Stout) Restricted car weight penalty
   The class will continue to be monitored.

IMPROVED TOURING

1. #4329 (Charles O’Toole) change head gasket thickness rules
   The rules are correct as written.

2. #4432 (David Russell) Allow alternate valve seat material
   Not consistent with class philosophy.

ITR

1. #4635 (Stephen Blethen) Allowance of ABS in ITR
   Not consistent with current class philosophy.

ITS

1. #4970 (Fred Brett) Reclassify to ITA 99-2000 Civic
   This car is classified correctly.

ITA

1. #4226 (Chris Gentry) reclassify scirroco 16v
   This car is classified correctly.

2. #5332 (Grant Boshoff) Increase weight of 94-97 Miata by 200 lbs and 90-93 by 100 lbs.
   This car is classified correctly.

PRODUCTION

EP

1. #5143 (Erik Strelnieks) Limited Prep 2 ABS
   This would create a performance advantage for some cars and is not within the Production philosophy of car classification. It would also drive up costs.

2. #5197 (Gary Martz) Allow alternate fuel injection
   The philosophy in the Production category is to not allow alternate fuel injection. This would open up a new set of classification problems. For the particular car in question, the 86-91 RX7, a weight reduction was applied instead.

SUPER TOURING

STU

1. #5006 (Nathan Bonneau) 2010 World Challenge Cars Weights & Restrictors
   Thank you for your input.

2. #5177 (Ian Stewart) Allow Flat panel to be added to rear of S2000
   Thank you for your input. This is outside the philosophy of the class.

3. #5372 (Marc Hoover) Runoffs fuel allow shell e85
   Club Racing does not permit E85 fuels; they vary significantly from one another (they are not all 85% ethanol) and we have no means to test them at this time.

SHOWROOM STOCK

SSC

1. #4880 (Jason Isley) Class Aston Martin Cygnet in B-Spec
   This model car is not available for sale in the North America markets and the base price is well over the target price for the other B-Spec cars.

TOURING

T2

1. #4894 (John Baldwin) Reduce weight of 05-07 STi
   There have not been sufficient changes within the T2 class to warrant a change of weight to this car. It is competitive as classed. Please bring it out and race it.

T3

1. #5067 (Michael Sullivan) Remove Restrictor Plate
   Thank you for your comments and research. However, the car is competitive as classified. The results from various tracks around the country show that the S2000 is still very competitive.

PREVIOUSLY ADDRESSED

AMERICAN SEDAN

1. #4836 (Dean Bailey) Reduce Weight of Restricted Prep Firebird & Camaro
   See July Fasttrack.

2. #5052 (Scott Sanda) Tire size allowance CTS V
   See July Fastrack.

3. #5053 (Scott Sanda) Rear wheel camber increase CTS V
   See July Fastrack.

NO ACTION REQUIRED

GCR

1. #4496 (Joseph Stadelmann) Accept FAA Medical Exam Certificate for Competition License
   Please see letter #4206 in Suggested Rule Change section above.

2. #5089 (Cheyne Daggett) Class Probation - 9.1.13
   The CRB and the Board of Directors are monitoring the effects the economy and Concurrent National and Regional races on National class participation numbers. When we have a complete picture of this year's entries and compare them with previous years, we will consider whether changes in National class eligibility need to be adjusted.

3. #5216 (Robert Lentz) index 2.5 rule (adjust 2.5 rule for current participation numbers
   Please see letter #5089.

FORMULA

F500

1. #5049 (Christopher Blough) Approve use of restricted 600cc motorcycle engines for F500
   Please see letter #5205 in Recommended Rules section above.

FB

1. #5174 (John LaBrie) FB Shifter Rule
   Please see letter #3101 in Recommended Rules section above.

FC

2. (Multiple) Responses to request for input on FC motors
   Please see letter #3465 in Not Recommended section above.

FM

1. #5349 (Darryl Wills) Runoffs FM/FE
   The determination of which classes will qualify and/or race together is not based solely on National participation numbers or on how many cars were entered at last year's Runoffs; there are several criteria taken into account. Changes in groupings will be made only if entries in certain classes are well outside our expectations. These will be examined in mid-August.

IMPROVED TOURING

1. #4187 (Grafton Robertson) List process math on each spec line
   The process is listed in the IT Process Addendum to the Advisory Committee Manual on SCCA.com.

2. #5175 (David Ellis-Brown) Wheel Size Proposal
   15" is the *maximum* wheel diameter that may be fitted.

ITB

1. #3872 (Ray Santomo) Do not allow Neon in ITB
   This car is classed properly in ITA.

2. #4441 (Gregory Subtelny) Competion advantage of Hondas and VW Golf
   Thank you for your input. We are currently examining the weights of several ITB cars to ensure that they are correct with respect to the classification process.

3. #5341 (Jonathan Kinberg) Mis-classified cars in ITB
   See letter #4441

PRODUCTION

1. #5164 (Sam Henry) Must separate EP and FP at runoffs qualifing
   The determination of which classes will qualify together is based on several criteria. Changes in groupings will be made only if entries in certain classes are well outside our expectations. These will be examined in mid-August.

2. #5032 (Steve Sargis) Equalization Method
   Thank you for your thoughts.

SPEC MIATA

1. #4940 (Peter Roberts) Miata heater core safety concern
   The rule is sufficient as written. Competitors have the option to bypass the heater core.

2. #5121 (Danny Steyn) Sealing cars after Q1 at Runoffs
   The tech staff is working on a plan for the Runoffs that will incorporate some of your suggestions.

SUPER TOURING

1. #4143 (Rob May) Intakes
   Please see letter #4144

STU

1. #3373 (Chip Vanvurst) Miata intake manifold STU
   Please see letter #4144

SHOWROOM STOCK

SSB

1. #5180 (Fred Brett) Reduce weight or more performance advantage.
   We are interested in helping make the Mini more competitive. Please submit a list of items that you want approved, with extensive technical data for us to evaluate.

SSC

1. #4877 (Brian Husting) Cobalt Weight Reduction: -75lbs.
   This car is competitive as classified. Thank you for your input.

TOURING

T3

1. #5042 (Cheyne Daggett) Plans for 2012
   Thank you for your input. We will attempt to address some of these issues for the 2012 GCR.

RESUMES

1. #5082 (Mitch Poremba) Resume for GTAC
   Thank you for your resume. It will be considered with others.

2. #5208 (Jon Einhorn) Production Advisory Committee Membership
   Thank you for your resume. It will be considered with others.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2011
NUMBER: TB 11-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 8/1/11 unless otherwise noted.

GCR

1. #2411 (CRB) Appendix for CSOM
   Rename Appendix D to "*Duties, Authorities, and responsibilities of the Chief Steward, the Chairman of the Stewards, and the SOM.*" Modify the introduction as follows:

   "This Appendix summarizes the duties, authorities, and responsibilities of the Chief Steward*, the Chairman of the Stewards, and the SOM in the GCR*, except those in 5.12, the primary section governing the powers and responsibilities of Stewards. This appendix is a digest and is intended to direct the reader to the appropriate specific sections for the full citation. Because these are summaries only, the statements in this Appendix may not be protested or appealed."

   There are now two sections, as follows:
   1. Duties, Authorities, and Responsibilities of the Chief Steward [Content unchanged from current text]

   2. Duties, Authorities, and Responsibilities of the Chairman of the SOM and the SOM
   STEWARDS OF THE MEETING
   2.1.6. Refusing to cooperate with, interfering with or obstructing the SOM is a breach of the rules.
   2.2.4. An SOM may have no conflict of interest as defined in this section.
   3.1.1.C. The SOM may reschedule National races to 30 minutes in length.
   3.2.1.B. The SOM may cancel or postpone all or part of an event.
   3.5.1.H. The name of the CSOM must appear in the Supplemental Regulations.
   3.5.5. The SOM must approve changes to the schedule and Supplemental Regulations.
   3.8.1. The SOM will prevent distribution of awards if a named party indicates that he will appeal their decision.
   4.4.4. The SOM may nullify an entry containing a false or incorrect statement and penalize the driver or entrant.
   5.1. The SOM are listed among the principal officials. The SOM may not delegate their responsibilities.
   5.1.1. There must be at least 2 SOM at every event.
   5.1.3. Grades of licenses for CSOM:
   A. Nationals – National Steward. Senior Steward or Divisional Steward if appointed by the Division's Executive Steward and approved by the Chairman of the Stewards Program.
   B. Regionals – minimum Divisional Steward.
   C. Driver Schools – minimum Divisional Steward.
   5.1.5. The CSOM may have no plurality of duties.
   5.2.1.C. The CSOM must receive a copy of the Insurance Certificate prior to the beginning of an event.
   5.7.1.D. The Sound Control Chief will provide reports to the CSOM.
   5.10.1.B. T&S will provide times and results at the request of the SOM.
   5.10.1.D. T&S will provide completed Official Results to the SOM.
   5.10.4.B.1. SOM pending actions will hold publication of Official Results.
   5.11.2. SOM will cooperate with the Press Officer.
   5.11.3. The SOM may approve a corrected determination by a Judge.
   6.4.3.C. The SOM must approve using the alternate qualifying procedure for an oversubscribed single class group.
   7.2.G. A probation period begins when the license and any fine are collected by the Chairman of the SOM who assessed the penalty or by the National Office.
   7.2.G.3. The SOM at the event where a violation of probation occurs may be asked to hear the violation.
   7.2.I. The CSOM whose committee suspends competition privileges must collect the license immediately. The suspension begins when the penalty is assessed, however, the period begins when the license and any fine are collected by the body who suspended the license or by the National Office.
   7.4.A. Penalties assessed by the SOM incur penalty points.
   7.4.B. The SOM may assign penalty points when upholding a protested CSA.
   7.5. The SOM shall advance subsequent competitors when a penalty affects the final results, and shall notify T&S.
   8.1.1. The CS may file a CSA with the SOM for a breach of the GCR or Supplemental Regulations. CSAs must be filed with the SOM within 30 minutes after the results of the last race of the weekend are posted, although the SOM may extend the time.
   8.1.2. The CS may file an RFA with the SOM for a suspected breach of the GCR or Supplemental Regulations. RFAs

from post-race inspections may be filed within a reasonable amount of time following discovery. While all other RFAs must be submitted within 30 minutes after the results of the last race of the weekend are posted, the SOM may extend the time.

8.2. SOM procedures for RFAs and Protests are the same.

A. The SOM will hear actions as soon as practical.

B. Only the CSOM can release parties from the track.

C. The SOM will notify all parties if there is a delay in ruling on the action.

8.3.1.D. The SOM may return protest fees at their discretion.

8.3.1.E. The CSOM will promptly receive protests from the CS or ACS.

8.3.1.F. The SOM may extend time limits for filing protests.

8.3.2.B. The SOM may penalize a protestor whose actions are judged in bad faith or vexatious.

8.3.3. The SOM will receive a bond to cover the expense of disassembling, inspecting, and reassembling a car that is protested.

8.3.3.A.1. The SOM will consult separately with all appropriate parties in setting the bond.

8.3.3.A.2. The SOM will apportion the bond if the protestor withdraws all or part of the protest.

8.3.3.A.4. The SOM may require that the protested party posts a bond or signs a repair order.

8.3.3.A.5.d. The CSOM requesting verification services will receive an email within 5 working days from the SCCA Technical Services Department.

8.3.3.B. The SOM will oversee the inspection or disassembly of the protested vehicle, and determine who else may be allowed to observe which parts of the process.

8.3.3.F. The CSOM is responsible to assure unbroken chain of evidence and may impound parts.

8.4.1. An SOM decision may be appealed by any named party.

8.4.3.B.2. An appeal will not be heard until a license surrendered to a CSOM is received by the National Office.

8.4.3.D. The CSOM may accept a notice of intent to appeal the suspension of privileges to allow the individual to compete in subsequent events during a multiple sanction weekend. However, the SOM cannot accept a notice of intent to appeal during a single sanction weekend for any reason.

8.4.3.E. An SOM decision may be upheld or overturned by a properly presented appeal.

8.4.5.A.2. The original SOM may be ordered by the Court of Appeals to rehear an action.

8.4.5.C. The Court of Appeals will not act as an SOM.

9.2.1.I. The CSOM, or his designee, will note technical non-compliance in the vehicle logbook.

9.3.26. The SOM (or the CS) will assess appropriate penalties when fuel tests non-compliant.

AppC.2.7.G. The CSOM (or CS) must sign the Novice Permit acknowledge completion of Novice Permit requirements after the driver's second Regional race is credited. An SOM (or CS) refusing to sign off a Novice Permit may be appealed to the driver's Divisional Licensing Chairman.

AppC.4.A.1. A Probation Letter is a temporary replacement for a confiscated license issued by, among others, a CSOM.

Formula
None.

Grand Touring
GT2
1. #5142 (Brian Harmer) GT2 MR2 Clarification
   In 9.1.2, GT2, Toyota MR-2, update model years from ~~91-~~ to *91-95*.

GT3/GTL
1. #4882 (Jonathan Goodale) Update model years for MX-5 to 2006-2010
   In 9.1.2, GT3, Mazda MX-5, update model years from ~~2006~~ to *2006-2010*.

   In 9.1.2, GTL, Mazda MX-5, update model years from ~~2006-2009~~ to *2006-2010*.

GT3
1. #5141 (Brian Harmer) MR2 Spyder Clarification
   In 9.1.2, GT3, Toyota MR-2, correct model years from ~~99-02~~ to *2000-2005*.

Improved Touring
ITB
1. #4660/#4828/#5284 (Les Chaney/ Enrik Benazic/Sam Moore) Weight change Honda Civic Si 1986-87
   In 9.1.3, ITB, Honda Civic Si (86-87), change weight from ~~2130~~ to *1970* to match the 1985-87 CRX Si.

Super Touring
1. #4795 (CRB) Clarification, Turbocharged Cars
   In 9.1.4.G.18, move to a new subsection 9.1.4.G.20 "Unless otherwise noted, the follow restrictions apply to turbochargers. Turbocharging is permitted only with a factory turbo/engine combination. The inlet restrictor (if required) shall be positioned

in the compressor inlet housing. Turbochargers may not be added to engines that did not originally come equipped with one. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.".

2. #4855 (CRB) Aero/Body Rules Cleanup
In 9.1.4.C.1:
Delete "~~OEM *or aftermarket* spoilers and wings are permitted.~~" [Redundant to and superceded in 9.1.4.D.2.]
Delete all remaining text after "A photographic replica is not sufficient." [Moved to Aerodynamic Devices.]

Insert the following subsections before the current 9.1.4.D.3 (renumber as 9.1.4.D.6):
9.1.4.D.3 A close-out panel may be mounted behind the grille.
9.1.4.D.4 OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule.
9.1.4.D.5 Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.

In 9.1.4.D.1.a, delete paragraphs specific to "STO and STU" and "STL". [Moved to individual class specifications.]
Add a new 9.1.4.D.1.d: "*See individual class regulations for further restrictions.*"
In 9.1.4.D.2, renumber first paragraph as subsection "a" and second paragraph as subsection "b".
In 9.1.4.D.2, delete paragraphs specific to "STO" and "STU and STL". [Moved to individual class specifications.]
Add 9.1.4.D.2.c: "*See individual class regulations for further restrictions.*"

In 9.1.4.1, STO, insert new section "*B. Aerodynamic Devices*" as follows (and renumber subsequent sections):
1. Front Splitter
a. The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.
b. The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.
c. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.
2. Rear Wing
a. Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.
b. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.
c. The entire rear wing assembly, including the end plates and any wicker , shall be mounted level with, or below, the peak of the roof.
d. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.
e. Wing end plates must not exceed 144.0 square inches.

In 9.1.4.2, STU, insert new section "*B. Aerodynamic Devices*" as follows (and renumber subsequent sections):
1. Front Splitter
a. The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.
b. The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.
c. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.
2 Rear Wing
a. Wings shall be a single element with a maximum chord length of 8.50 inches, including any wicker.
b. The entire wing assembly may be no wider thana maximum of 48.25 inches.
c. The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-style or hatchback body (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and the wing assembly.
d. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part approved bodywork.
e. Wing end plates must not exceed 64.0 square inches.
f. APR performance wing GTC-200 part #AS-104801, variable cord length (8.75" Inner/6.75" Outer), is

permitted.

In 9.1.4.2, STL, insert new section "*B. Aerodynamic Devices*" as follows (and renumber subsequent sections):

1. *Front Splitter*
   a. *The front splitter/spoiler must not extend past the approved bodywork as viewed from above for the entire profile of the front fascia.*
2. *Rear Wing*
   a. *Wings shall be a single element with a maximum chord length of 8.50 inches, including any wicker.*
   b. *The entire wing assembly may be no wider thana maximum of 48.25 inches.*
   c. *The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-style or hatchback body (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and the wing assembly.*
   d. *The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part approved bodywork.*
   e. *Wing end plates must not exceed 64.0 square inches.*
   f. *APR performance wing GTC-200 part #AS-104801, variable cord length (8.75" Inner/6.75" Outer), is permitted.*

3. #4946 (CRB) Eligibility Clarification
   In 9.1.4.B, change as follows: "GCR listed IT cars, 1985 and newer, under their current IT specifications ~~shall~~ *may* compete in STU."

4. #4952 (CRB) Rules Clarification, Cams
   Replace 9.1.4.G.5 with: "*Alternate camshafts are allowed; see individual class rules for lift limits. Camshaft timing is free.*"

   Add to 9.1.4.1.D: "*6. Valve lift is limited to .600 inches.*"

   Add to 9.1.4.2.B, "*5. Valve lift is limited to .600 inches.*"

   Add to 9.1.4.3.B, "*6. Valve lift is limited to .425 inch for 4 or more valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines.*"

5. #5100 (CRB) Super Touring Category Philosophy
   Replace 9.1.4.A in its entirety with the following:

   9.1.4.A. Purpose and Philosophy
   The intent of the Super Touring category is to allow competition of production-based vehicles, at a higher level of preparation, using DOT-approved tires. Vehicles used in this category must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's distribution channels in the US. No chassis or engines older than 1985 will be eligible, except that model runs that began before 1985 are eligible (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are eligible). The SCCA does not guarantee the competitiveness of any car.

   Super Touring Over (STO) vehicles are high-performance GT and exotics over 3.2 liters. STO vehicles are explicitly approved for competition; to be eligible for STO competition, a chassis and maximum engine displacement must be listed as a specially-approved combination in the STO "Approved Cars and Engines" table.

   Super Touring Under (STU) vehicles are mid-level multi-purpose performance cars of 3.2 liters and under. Case-by-case approval of engines over 3.2 liters from "Pony Cars" or "American Iron" with stock camshaft lift at a heavier weight will be considered. No engines over 4 liters shall be allowed under any circumstances. Spec lines are not required for STU eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.

   World Challenge vehicles compliant to a SCCA Pro VTS may be approved on a case-by-case basis for STU. See the STU "Approved World Challenge Cars" table.

   Super Touring Light (STL) is a small-bore "tuner" class with engine displacements of 2.0 liters and under. STL encompasses a lower level of allowed modifications compared to STU and STO. 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.

   Alternate allowances may be approved on a case-by-case basis for individual vehicles that do not meet these parameters; see "Alternate Vehicle Allowances" tables. Engines components from these approved vehicle allowances may not be

installed in other chassis without specific line-item approval (e.g., the STU 3.8L Mustang engine may not be installed into a Ford Focus).

Vehicle modifications are limited to those listed herein. Unless a particular modification or part is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car. Some amount of latitude will be considered to facilitate engine installations, however if extensive modifications are required it is recommended to seek clarification from the Club Racing Board.

Replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in the Super Touring category or class rules.

Each class will have a baseline target power-to-weight ratio. Weights may be adjusted or cars may be subject to changes in intake restrictors to meet these targets. Cars may be required to carry data acquisition equipment for review of performance.

STO

1. #5375 (Peter Keane) Classify the Cadillac CTS V 7.0L
   Effective 10/1/11, in 9.1.4.1.H, add the following: *Cadillac CTS-V (LS7)/7000/3500/80mm flat plate//*

2. #5376 (Peter Keane) Classify the 2010 7.0L Camaro in STO
   Effective 10/1/11, in 9.1.4.1.H, add: *Chevrolet Camaro (2010-) (LS7)/7000/3500/80mm flat plate//*

3. #5463 (CRB) Add "Comp Coupe" to Viper 8.3L
   In 9.1.4.1.H, Dodge Viper [8300 displacement], add "*including Comp Coupe*" to model designation.

STU

1. #5238 (Eric Heinrich) Clarification of OEM wing and spoiler language.
   In 9.1.4.D.2, second paragraph, change as follows: "~~OEM~~ *Factory* wings and spoilers are permitted ~~as delivered~~, but must be removed if an approved wing is installed."

2. #5319 (Greg Amy) Clarification, Mazda MX-6 World Challenge Car
   In 9.1.4, STU, Alternate Vehicle Allowances table, delete "Mazda MX-6 (World Challenge)" listing. [See Table A.]

3. #5320 (Greg Amy) Clarification of Tires for World Challenge
   In 9.1.4.B, World Challenge Touring Cars, add a new sub-bullet: "*- Cars must meet tire rule 9.1.4.P.1*"

4. #5344 (CRB) Adjust turbocharger restrictors
   In 9.1.4.2.G.2, change the table as follows:

Inlet Restrictor (mm)	Minimum Weight (lbs)
~~33~~ *32*	2200
~~34~~ *33*	2340
~~35~~ 34	2475
~~36~~ *35*	2625
~~37~~ *36*	2770
~~38~~ *37*	2935
~~39~~ *38*	3100
~~40~~ *39*	3265
~~41~~ *40*	3430

Production

EP

1. #4228 (Kevin Leigh) Correct rear track as listed
   In 9.1.5, EP, BMW Z3 2.5L and BMW Z3 2.8L (97-00), correct rear track from ~~60.5~~ to *63.10*.

2. #4976 (Richard Iderosa) Add 1978 280Z in E Production Class
Effective 10/1/11, classify in EP

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm (in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Nissan 280Z	*2*	*2560 * 2624 **2688*	*6 Cyl. SOHC*	*86.1 x 79.0*	*2760*	*Iron*	*Alum*	*(I) 44.2 (E) 35.3*	*Fuel injection*	*2304/(90.7)*	*56.9 / 56.6*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Nissan 280Z	*15 x 7*	*5*	*(F) 272 disc (R) 229 drum*	*(F) 252 vented disc (R)258 or 269 solid discs and calipers from 280ZX*	*Comp. Ratio limited to 12.0:1, Valve lift measured as raced with lash limited to .500". Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers permitted.*

3. #5065 (John Bauer) Add valve sizes to the Caterham spec line.
In 9.1.5, EP, Lotus / Caterham 7 America, add omitted valve sizes: *(I) 32.0 (E) 28.0*.

American Sedan

1. #5195 (CRB) Spec line clean up
The following deletions are made since general class rules allow these items.

In 9.1.6, Camaro & Firebird (93-97) Restricted Prep, delete from the Notes: "~~Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. WS6 hood is permitted with ram air opening sealed to prevent the passage of air.~~"

In 9.1.6, Camaro & Firebird (98-02) Restricted Prep, delete from the Notes: "~~WS6 hood is permitted with ram air opening sealed to prevent the passage of air. Poly F-body engine mounts - Prothane part #7512; Poly F-body transmission mount - Prothane part #71604.~~"

In 9.1.6, GTO (04-06) Restricted Prep, delete from the Notes: "~~Poly GTO engine mounts - Rev Shift 95A part #PMM-GTO; Poly GTO transmission mount - SCSS (no part number).~~"

Showroom Stock

SSC

1. #5345 (CRB) Add FIAT 500 to spec-B
In 9.1.7.E.34, add before Ford Fiesta, "*Fiat 500 (2011-12)*".
In 9.1.7, SSC, add:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Fiat 500	*72.0 x 84.0 1368*	*2300*	*1628/ 1628*	*15 x 7 Alloy, minimum weight 13 pounds*	*205/50*	*3.909, 2.158, 1.345, 0.974, 0.766*	*3.733*	*(F) 257 vented (R) 240 solid*	*2130*	

Spec Miata

1. #5303 (David McAnaney) Correct SM Shock Spec
In the SCCA Spec Miata Shock Specifications (found on scca.com), change as follows: "Static max rod ~~pressure~~ *force (lbs)*: 50".

Sports Racing

None.

Touring

T2

1. #4863 (Chad Gilsinger) Reduce weight of the Acura TL SH-AWD to 3200 lbs
In 9.1.10, T2, Acura TL SH-AWD (2011-12) change weight from ~~3250~~ to *3200*.

2. #5102 (Chad Gilsinger) Allow Sunroof Removal to Facilitate Proper Cage Installation
In 9.1.10, T2, Acura TL SH-AWD (2011-12), add to Notes: "*The glass sunroof must be replaced with an aluminum panel; the panel must be at least 0.20 inch thick; the panel must retain the shape of the glass sunroof and must be painted in body color.*"
[NOTE: This is a one model car allowance. This modification will not be allowed for other cars unless extensive investigation is done.]

T3

1. #5447 (CRB) Adjust weight of 350Z
   In 9.1.10, T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change weight from ~~3325~~ to *3400*.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Rick Kosdrosky vs. SOM COA Ref. No. 11-06-SW
June 23, 2011

FACTS IN BRIEF

At the Lone Star Grand Prix at Texas World Speedway on May 28 -May 29, 2011, Austin Snader filed a mechanical protest against Rick Kosdrosky, EP #55 (Lotus/Caterham 7 America). Mr. Snader cited GCR section 9.1.5. Production category specifications pages 504-505. Mr. Snader specified intake valve diameter, exhaust valve diameter, and bore and stroke for the 2.0L ZETEC engine. Mr. Snader provided a specification sheet to the Stewards of the Meeting (SOM) for a Ford Escort ZETEC engine.

The SOM, Dick Kantrud and Jack Marr, Chair, observed the measurement of the bore and stroke of the engine on Saturday night and ruled those measurements were compliant. This was non-intrusive and no bond was needed. The bond for the valve measurement was established at $1000.00. Mr. Kosdrosky could not race on Sunday due to mechanical problems so the head removal and measurement took place Sunday afternoon, supervised by the Chief Scrutineer, Hal Williams. The SOM deferred their decision pending consultation with SCCA's technical staff. On June 2, 2011 the SOM ruled the intake valves were larger than allowed and therefore, non-compliant. Mr. Kosdrosky was moved to last finisher in class and received 2 penalty points against his competition license.

Mr. Kosdrosky is appealing the SOM's ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jack Hanifan, and Michael West, Chairman, met by conference call on June 16, 2011 and June 23, 2011 to review, hear, and render a decision on the appeal. John Bauer, SCCA Technical Staff, participated in the June 16, 2011 call. Bob Dowie, Chairman of the SCCA Club Racing Board (CRB) participated in both the June 16 and 23, 2011 calls. Jack Marr, regular COA member, was an official at this event and recused himself.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Kosdrosky dated June 8, 2011.
2. Observers Report received June 9, 2011.
3. Email from Bob Dowie received June 23, 2011.

FINDINGS

At the request of the COA, SCCA's CRB and Technical Staff conducted extensive research on the Ford ZETEC engine and provided their findings to the Court. The COA finds multiple valve sizes listed for the ZETEC engine in this documentation. The COA also finds no dimension in the GCR for the intake and exhaust valves under the specification line for EP, Lotus/Caterham 7 America. In addition, GCR section 9.1.5.E.2.f.4. states "any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter can be used". Since no diameter is currently specified on the GCR specification line and the Ford ZETEC was built and delivered with multiple sizes, the valves are judged to be compliant.

DECISON

The Court of Appeals overturns the decision of the SOM. The bond will be awarded to Mr. Kosdrosky, the two (2) penalty points will be removed from his record, and his finishing position will be restored. Mr. Kosdrosky's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mike Engelke vs. David Nokes COA Ref. No. 11-07-CN
June 16, 2011

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On June 10, 2011 David Nokes, National Chairman of Stewards, directed SCCA Club Racing to reinstate steward licenses for two Central Division stewards who Mike Engelke, Executive Steward Central Division, had declined to approve for 2011 renewal.

Mr. Nokes took this action, pending the outcome of official reviews, in accordance with the authority granted him in the SCCA Operations Manual. This action was also taken after consultation with and agreement of Bob Lybarger, SCCA Area 5 Director (Central Division). Mr. Engelke appealed Mr. Nokes' action.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met by conference call on June 16, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Engelke received June 16, 2011.
2. Emails dated June 10, 2011 from David Nokes to SCCA Club Racing and Mike Engelke received June 16, 2011.
3. Email testimony from David Nokes received June 16, 2011.

FINDINGS

In his appeal Mr. Engelke asserts that Mr. Nokes lacks authority under the SCCA 2011 General Competition Rules (GCR) for his directive to reinstate the steward's licenses and that the licenses should not be renewed at this time.

SCCA 2011 GCR Sections 2.4 and 8.4 define the actions that may be reviewed and decided by the Court of Appeals (COA). The current subject brought by Mr. Engelke does not fall within the scope of either GCR section. Therefore, the COA has no authority to hear or render a decision in this matter.

DECISON

The Court of Appeals returns the appeal unheard. Mr. Engelke's appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Tinis vs. SOM COA Ref. No. 11-08-NE
June 30, 2011

FACTS IN BRIEF

On June 5, 2011 during the ProIT race at the SJR Jersey Devil National, Race Control logged numerous reports of body contact between William Finsilver (SM #94) and Michael Tinis (ITB # 68). Following an investigation, Chief Steward Terry Hanushek issued a Chief Stewards Action (CSA) penalizing Mr. Tinis 3 laps for violation of GCR 6.11.1. (On Course Driver Conduct) Mr. Tinis did not protest the CSA penalty. Also, following the race, Mr. Finsilver protested Mr. Tinis for failure to avoid body contact. (GCR 6.11.1.A.)

The Stewards of the Meeting (SOM), Tyrone Noles and John Nesbitt, Chairman, held a hearing, interviewed several witnesses and upheld Mr. Finsilver's protest. The SOM penalized Mr. Tinis three (3) laps and assessed two (2) automatic penalty points to his competition license. This penalty superseded the penalty assigned by the CSA.

Marios Tinis, Entrant, and Michael Tinis, Driver, appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Steve Harris and Jack Marr, Chairman, met on June 30, 2011 to review, hear and render a decision on the appeal. Michael West, COA Chairman, was not available for the hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Marios and Michael Tinis, received June 19. 2011.
2. Official Observers Report and related documents, received June 20, 2011.
3. Email from John Nesbitt, Chairman SOM, received June 29, 2011.

FINDINGS

The SOM determined that while contact was initiated by both Mr. Tinis and Mr. Finsilver, most of the responsibility lay with Mr. Tinis. In his appeal Mr. Tinis offers little evidence not heard by the SOM to refute this finding. No video was presented.

The COA finds the penalty imposed to be within the authority granted to the SOM under GCR Section 5.12.1.A. and Section 7, and is appropriate based on the evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The Tinis' appeal is deemed not well-founded and the appeal fee shall be retained by SCCA.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jerry Kroll vs. SOM COA Ref. No. 11-09-NP
July 7, 2011

FACTS IN BRIEF

On June 19, 2011, following the FE race at the Laguna Seca Double Regional, Brandon Aleckson (FE #83) filed a protest against Jerry Kroll (FE #22) alleging violation of 2011 SCCA General Competition Rules (GCR) 6.11.1.C. (racing room). The Stewards of the Meeting (SOM), Stan Laskin, Janey Smith, Wally Smith and Barbara McClellan, Chair, held a hearing, viewed a video and disallowed the protest calling it "close racing".

Following the hearing, there was a confrontation in the paddock between Mr. Kroll and Mr. Aleckson. The Chief Steward, Gary Meeker, issued a Request for Action (RFA) asking the SOM to investigate the matter and take appropriate action.

After interviewing Mr. Kroll, Mr. Aleckson and witnesses, the SOM determined that challenges to fight were issued by both drivers in violation of GCR 2.1.7. (Unsportsmanlike Conduct). Both Mr. Kroll and Mr. Aleckson were placed on probation for four (4) event weekends and each had three (3) points assessed to their competition license.

Mr. Kroll appealed the SOM decision.

DATE OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on July 7, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Jerry Kroll, received 6/28/2011.
2. Official Observers Report and related documents, received 6/28/2011.
3. Email from Barbara McClellan, Chair SOM, received 6/30/2011.

FINDINGS

Mr. Kroll submitted as evidence three emails sent by Mr. Aleckson, two of which were to the FE community at large and one which was to Mr. Kroll. None of them are relevant to Mr. Kroll's actions at the track, and do not constitute new evidence for COA consideration.

The COA finds the penalty imposed to be within the authority granted to the SOM under GCR Section 5.12.A.and Section 7, and is appropriate based on the evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Kroll's appeal is deemed not well-founded and his appeal fee shall be retained by SCCA.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
TONY COELLO vs. SOM COA Ref. No. 11-11-CN
July 7, 2011

FACTS IN BRIEF

Following Race 3 on June 19, 2011 at the June Sprints National held at Road America, Jim Drago (SM #2) protested Tony Coello (SM #17) for violation of 2011 SCCA General Competition Rules (GCR) 6.1.1.B (pass under yellow) and 6.5.1.J (A car may not improve its position in the field after the cars are released from the grid for the pace lap.). The Stewards of the Meeting (SOM) Bob Lybarger, Ron Poth, Jerry Wannarka and Doug Tillman, Chairman, held a hearing, upheld Mr. Drago's protest, penalized Mr. Coello seven (7) finishing positions, and assessed two (2) penalty points to his competition license. Mr. Coello appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on June 7, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Tony Coello received June 29, 2011.
2. Official Observers Report and related documents, received July 1, 2011.
3. Email from Jim Drago received June 30, 2011.
4. 2011 June Sprints schedule, received July 1, 2011.

FINDINGS

Race 3 at the June Sprints was scheduled to be a split start with T3, SSB and SSC in the first group followed by Spec Miata in the 2nd group behind a second pace car. An unfortunate error by the grid workers resulted in the pole sitter and the next six or seven cars on the SM grid being released late from the grid and placed behind other SM competitors. Mr. Drago, who should have been the SM pole sitter, maintained his position as released by Grid and did not improve his place on the pace lap. Mr. Coello, who was originally third on the SM grid, was released behind Mr. Drago and admitted passing several cars under double yellow (including Mr. Drago) in an attempt to regain what he thought was his rightful starting position. While Mr. Coello may have been frustrated by the mistakes of the grid workers, passing cars on the pace lap to improve your starting position is a clear violation of the GCR.

The COA finds the penalty imposed to be within the authority granted to the SOM under GCR Section 5.12.A. and Section 7, and is appropriate based on the evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Coello provided no new evidence, his appeal is deemed not well-founded, and his appeal fee will be retained by SCCA.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC MINUTES | July 13, 2011

The Time Trials Administrative Council met by teleconference on July 13, 2011. Participating were Tony Machi, Chairman; Dave Deborde, Jerry Cabe, Chuck DeProw, Bob Horansky, and Joe Oliveira. Also participating was Deanna Flanagan, SCCA Club Racing Manager.
Rules / Documents:

- The TTAC continues to work with the CRB to finalize a proposal to provide Club Racing School credit for Time Trial Program driving experience. Part of this proposal includes modification of current TT Participation Logbook to more closely align with the criteria outlined in the Club Racing Novice Permit. Wording to be printed on the back of the TT Participation Log Book to reflect that satisfactory participation will be considered, should the driver choose to move on to Club Racing. TT experience will be specifically listed in the new Race Drivers' School program. The new Drivers' School proposal is in the process of review by the Chief Driving Instructors, the Divisional Licensing Chairmen, and the Stewards.

- A proposal submitted by the Time Trial Safety Committee (TTSC) regarding the implementation of head and neck devices in the 2012 Club Racing GCR was discussed. The proposal discussed that most of these devices cannot be utilized effectively in vehicles with stock restraints. Level 1 and 2 events are compromised mainly of vehicles with stock restraint systems. Additionally, the cost factors involved to make this upgrade could negatively impact attendance.

- Both the current Time Trial/Novice Time Trial Application and the Time Trial Official Application documents will be edited to remove redundancies and simplify the layout of the forms. The current three separate approval signature lines located on the Time Trial Official Application will be combined into one approval line. This approval line will list the Divisional TTAC Representative (aka TT Divisional Program Manager), providing a section for a signature and membership number to be documented. The upgrade section of the Time Trial/Novice Time Trial Application will be edited to include this same information. As outlined in the Time Trials Rules (TTR), the Divisional TTAC Representative (aka TT Divisional Program Manager) must authorize all license approvals and upgrades for each Division.

- A SEDiv proposal regarding event approval and procedural guidelines for events was discussed. The TTAC reaffirms that procedural guidelines for conducting events are under the purview of the TTAC and the current TTR. Additionally, all supplemental regulations in each Division must be approved by the Divisional TTAC Representative (aka TT Divisional Program Manager). Although a Divisional points series may limit events that are included in the series, individual regions are allowed to host events that include any of the four levels of the Time Trials program, providing that these events are conducted in accordance with the current TTR.

TECH BULLETINS

TTR

1. Head and Neck Restraints
   In response to changes to the Club Racing GCR in 2012, and input from the Time Trial Safety Council (TTSC), the TTAC has reviewed the current TTR requirements for Head and Neck Restraints. It is the official position of the TTAC that the TTR is a separate and independent rule set from the Club Racing GCR. Although the Time Trials program is currently categorized under Club Racing program hierarchy, Time Trials will not require mandatory Head and Neck Restraints in any of the four levels of the TT program after the implementation of this safety equipment requirement in the Club Racing GCR.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 22, 2011 The Solo Events Board met by conference call June 22nd. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, Ryan Miles, and Brian Harmer of the National Staff; Solo Nationals co-chair Eric Clements; BOD members R. David Jones, John Walsh, and Todd Butler. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- Eric Clements reported to the SEB regarding Chiefs and event staffing. Various improvements to event details were reported as being in progress.
- Compliance checks were discussed, and a variety of recommendations will be made to the Chief of Impound.
- Section M of the event Supplemental Regulations has been amended by the SEB, with BOD concurrence, to read as follows:

  "M. CLASSES

  1. All Open and Ladies classes as defined by the 2011 Solo Rules.
  2. Street Touring R will be a National Championship class for the 2011 National Championship if the total number of participants competing in Open and Ladies Classes combined is 51 or greater.
  3. FSAE and FSAEL will run as supplemental classes.
  4. FJA and FJB (8+ only) will run as supplemental classes.
  5. SMF and SMFL will run as supplemental classes.
  6. STR and STRL will run as supplemental classes providing Item #2 does not occur.

  No other Supplemental Classes are approved for this event."
- Members are reminded that the early registration deadline is July 29th.

GENERAL

- Nominations are open for the Driver of Eminence and Solo Cup awards. These awards are defined in the Solo Rules, Appendix V.
- The SEB and Staff discussed the Divisional Solo Events programs.
- The SEB has reviewed the following items, and thanks these members for their input:
  - Participation, 4.9 (4892)
  - Sound comments (4969)
  - STR class status (3858, 3933)
  - Weighing ST cars (4982)
  - Nationals Impound (5064)
  - Dynos in Impound (5188)

STOCK

- Per the SAC, the following class listing change proposals (each an individual item) are provided for member comment:
  - Audi R8 (4.2): Move from the exclusion list to SS
  - Chevrolet Corvette ZR-1 (C6 chassis) (2009-11): Move from the exclusion list to SS
  - Dodge Viper (2008-09): Move from the exclusion list to SS
  - Porsche 911 GT3 (997chassis): Move from the exclusion list to SS
  - Porsche 996 Turbo: Move from the exclusion list to SS

  The SAC believes these cars would be competitive in SS and don't represent a significant change to the competition level in the class. This proposal joins the Nissan GTR proposal released in a prior Fastrack. While all comments are welcome the committee is requesting specific comments focused on special versions that may have been produced in low volume and may have been overlooked in the decision-making process. (5305, 5307)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Roll bars (4299, 4335)

- Sway bar allowance proposal (4889, 4897, 4901, 4902, 4905, 4909, 4911, 4915, 4916, 4921, 4926, 4930, 4935, 4937, 4939, 4949, 4960, 4973, 4980, 4985, 5013, 5022, 5023, 5046, 5066, 5068, 5072)

STREET PREPARED

- Per the SPAC, the following rule change proposal is published for member comment:
  - Add to 15.0 as a new 8th paragraph (following the Spec Miata item) as follows:

    "Cars listed as eligible in and prepared to the current national B-SPEC/SCC rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor B-SPEC/SCC cars are permitted to interchange preparation rules. B-SPEC/SCC cars may use tires which are eligible under current showroom stock rules even if they are not eligible in Street Prepared." (5058)
- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Re-organization comments (4895, 4900, 4917, 4929, 4933, 4942, 4954, 4959, 4996, 4997, 5040, 5074)

STREET MODIFIED

- The SMAC has recommended the following rule change proposals, which are published here for member comment:
  - Change Appendix A, Class SM, Minimum Weight Calculations to add:

    "*Solid axle RWD cars subtract 25 lbs. per liter.*" (4680)
  - Change Appendix A, Supplemental Class SMF, the first item under Minimum Weight Calculations to read:

    "2-seater: *1610* lbs. + 125 lbs. per liter." (4696)
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Engine allowance comments (4274)

PREPARED

- The PAC has provided the following rule change proposal for member review and comment:
  - Change the first sentence of 17.11.A to read as follows:

    "A. Vehicles prepared in excess of Solo allowances and prepared up to either the current *GT or Production rules* are permitted to compete in their respective Prepared classes."

    Comment: New classes added to the GCR since the last revision of 17.11.A have created a situation that allows for vehicles prepared far beyond the intended limits of Section 17. (4286)
- The PAC would like to revise the previously published proposal package regarding turbo inlet restrictors for Prepared classes. The following is submitted for member comment:
  - Change 17.10.C.2 to read as follows:

    "2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500"(one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor *shall be as follows, unless specified otherwise in Appendix A:*

    a. ***46mm*** *for class FP*

    b. 52mm for class CP

c. Restrictor is not required for class XP"

- Also change Appendix A, Prepared Class F weight formulas to read as follows:

  " Forced Induction, +***0.450*** x displacement (cc)

  AWD, +***0.100*** x displacement (cc)

  Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than ***2700*** lbs prior to addition of weight adjustments defined herein and in Section 17." (5370)

- The PAC and SEB have reviewed the following items, and thank these members for their input:
  - Committee position (4202)

MODIFIED

- Regions are encouraged to permit Formula Hybrid vehicles to compete at Regional events. The MAC and SEB are discussing adding Formula Hybrid vehicles to the Solo Rules. (4987)
- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - BM Aero (4483, 4485, 4725)

KART / FORMULA JUNIOR

- The KAC and SEB have reviewed the following items, and thank these members for their input:
  - Cadet chassis, rear tires (4650)
  - Cadet usage (4791)
  - F125 weights (4904)
  - Class designations (4974)

NOT RECOMMENDED

- SP spherical bearings (3289) The SPAC feels this is not consistent with category philosophy.
- SP Porsche 914 classification (4990) The SPAC feels that there is no strong reason for splitting individual variants of this car across different classes.
- Yaris in Limited-prep GP (4545) The PAC is currently unconvinced the addition of modern "micro-cars" such as the Toyota Yaris, MINI Cooper and Honda Fit would have a positive impact on GP.
- FJ Dry clutch (4778) The KAC does not feel there is a safety issue with the dry clutch.
- Spec FJ engine (5095) The KAC feels that all current motors are competitive and there are enough choices. The committee will continue to monitor the situation.
- FJ Engine proposal (5118)

TECH BULLETINS

1. Stock: Per the SAC, the following correction is provided to the previously-published class change proposal (from the June Fastrack) (5025):

   Move from DS to FS: Ford Mustang V6 (*2011*-2012)

2. Stock: Per the SAC, the following listing update is effective immediately upon publication:

   FS

   Ford Mustang GT (2010-*2012*)

3. Prepared: Per the PAC, the following updated listing for EP is effective immediately upon publication (4888):

   Nissan & Datsun

   240SX (1989-98)

   Alt engine: L20B with cyl head P/N 11041-N7120/22010 or 11041-V9182/U0600A
   Hood may be modified for engine clearance.

   This updated listing adds 1995-98 vehicles to the 240SX listing in EP.

4. F125: The following is added as a new 19.1.C.3 and a new 19.2.E.4:

   "A 'brake safety cable' or redundant brake pedal connection is required in all Karts." (5135)

5. F125/Safety: Add to 3.3.3 as follows: "For F125, chain guards are required on all engines." Comment: this requirement already appears in 19.1.E.1. (4945)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | July 6, 2011

The RallyCross Board (RXB) met via conference call July 6. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, and Howard Duncan, Pego Mack and Brian Harmer from the National office.

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

Committee Reports

1. RallyCross Safety Committee: The RXB discussed an incident that occurred in Pennsylvania where a car hit a hay bale and was flipped onto its top. An incident report was properly submitted along with photos. As a result of this incident, hay bales should be considered solid objects and only placed 25 feet or more from the course.

2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that the submission period has concluded and that the proposals received will be going to the Rules Committee to prepare a draft for the comment period beginning August 1. In summary, the changes requested are: 1) radiators in Prepared, 2) helmet rating update, 3) required catalytic converters required in Prepared, 4) allowance of scoops and wings in Prepared, 5) allowance of electric cars and biodiesel, 6) addition of a Modified Rear class, 7) allowance of sway bar link upgrades in Stock, 8) no allowance of sway bar changes in Stock, 9) rule for under the influence and medical marijuana, and 10) disallowing the running of Modified classes after sunset. There has also been discussion of posting for suggestions and ideas of what a “Street Modified” or “Tuner” class might look like in RallyCross.

3. National Championship Committee (Ken Cashion): A Committee meeting is pending.

4. Divisional Steward Liaison (Stephen Hyatt): Nothing to report as no Divisional Stewards meeting was held since the last RXB meeting.

5. Forum Activity (all): Not much forum activity since the National Championship site announcement.

Old Business

Growth Discussion:

1. Grassroots plan – Use a bottom-up approach infusing a spirit of growth at the Regional level in both existing and emerging programs.
2. Standards of measure – How is RallyCross being evaluated? The standard needs to reflect participation.
3. Public presence – Website cleanup, recruit writers, and branch out to other media.
4. Target market – What demographics are we trying to reach? The marketing campaign should reach beyond the existing membership.
5. School best practices – Develop a standardized, effective curriculum.

The RXB discussed at length the RallyCross Development Plan organized by Howard Duncan from previous RXB discussions. The following are the four strategies from the plan and the individual and Committees responsible for implementation:

1. Regional Program Development Assistance – Stephen Hyatt and Divisional RallyCross Stewards.
2. Rules Evolvement for Relevance and Accessibility – Warren Elliott and the Rules Committee.
3. Marketing and Communications Plan – Ron Foley and the Marketing Committee
4. National Program Enhancements – Ken Cashion and the National Championship Committee.

New Business

Plan for Tulsa: A preliminary event is scheduled for July 31. The RXB will send a member to that event to evaluate the site in preparation for the National Championship event. Howard Duncan is working with the National office and the RXB to develop timing and scoring software and trip hose mechanisms for possible use with the National timing equipment. Brian Harmer is considering sending a representative from SCCA Technical Services to aide with safety and tech inspections.

Next meeting: August 3, 2011

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | June 23, 2011

The *RoadRally* Board (RRB) met via conference call on Thursday, June 23, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Chuck Hanson, Eva Ames and Lois Van Vleet. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was not in attendance.

The May 2, 2011 RRB Minutes were approved. (Hanson/English)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands, NC (Feb 26) - English
Arizona, Gullible's Travails, NC (Feb 27) - English
Pittsburgh, Steele Haul, NC (May 14) - English & Ames
Pittsburgh 1, NC (May 15) - English & Ames
St. Louis, Wilderness Trail, NT (July 16) - Van Vleet
St. Louis, Daniel Boone, NC (July 17) - Hanson
CAST In Stone, NT (July 30) - Hanson
Hurdle, NGTA (Aug 13) - Lanz
Oktoberally, NC (Sept 17) - English
Badger Trails, NT (Sept 18) - Van Vleet
USRRC 2011 California, NGTA TBA (Oct 21) - Lanz
USRRC 2011 California, NC Highway Robbery (Oct 22) - Hanson
USRRC 2011 California, NT Not My Fault (Oct 23) - Van Vleet
2012 Rallies
TBA, (Indianapolis June 28)

2. Vacant Positions

Discussion: Pego will post the RRB vacancy position(s) to the website and Fastrack.

3. Weekend Membership Data Update

Discussion: Lanz reported that he is still waiting for Rick Meyers to get back to him on a new Weekend Membership Data. (Last month Lanz reported: It will do two things: You can ask Rick to make an email blast to a set of Weekend Membership members on file from the regions around you. And second, he will do a set of addresses of the Weekend Membership members in your region and area regions.)
Wakemen read Howard's response to Sasha's Weekend Membership suggestions.
English reported that she asked for the form that listed two names per car and SCCA did not have them, so she is using the form with one or single name listing (2 per car). Pego will contact Rick Meyers and see what is going on with printing the forms.

4. Rules Committee Report - English

Discussion: The 2011 RRR Book is still not out. The 2010 RRR's are still in effect. The 2011 RRR Book will be the 2012 RRR and hopefully be a hard copy. English has received the 2011 RRR from Dave Kolb, but has not had time to look at it yet. She will take it back to the Rules Committee for a final look. The 2011 RRR's will become the 2012 RRR's.

5. Website Update

Discussion: Pego reported that the new website will be coming up in August and RoadRally and RallyCross will be split out. It will be much simpler than the current sight.

Pego reported that she is having trouble posting things to the SCCA website and notified headquarters, who has switched servers besides. Pego needs flyer and hotel information to post for the USRRC from English.

6. Mentoring Committee

Discussion: Hanson will have something for the board to review for the next meeting.

7. Concerns Tracker

Discussion: Wakemen will send out instructions again for the issue tracker website.

8. Arizona Regionals

Discussion: Currently there are 6 regional events calendared in a weekend. Pego will respond to the Arizona committee after commenting that the number of events-per-day is getting out of hand and bordering on unsportsmanlike conduct by the

rallymaster in providing opportunities for gaining lots of points for winning multiple events each day. Four is reasonable (two each day), but not six in two days.

9. Newsletter Report
Discussion: Ames still needs everyone's biography for future issues. Ames needs the latest Calendar from English also.

Old Business
Pego reported that the 2010 Award Certificates were finally mailed out.

New Business
Lanz reported that apparently CERs are no longer required for National rallies. Pego said that if this requirement has been dropped somehow, she will look into it. Lanz said there is some sentiment for requiring CERs on Regionals as well. It was pointed out that the current CER does not fit all the various Regional formats, so requiring it would be awkward. Lanz said that the current CER certainly does not fit GTA rallies at all, and he offered to provide a possible GTA CER which could be used.

Lanz noted a call for three separate RRR's, one for Course, Tour and GTA. The majority of the members disagreed, stating that it would be a mess and would be a nightmare to take care of it officially. Ames commented that maybe a pamphlet that describes what a Tour, Course, GTA is, may be needed, that would guide people through the current RRRs for each rally type. Hanson suggested maybe a hyperlink embedded in the master RRR's online that would send you to a specific section for GTA, Tour or Course. This hyperlink seemed acceptable to the Board. Hanson volunteered to research the software issues of making it happen in Adobe. Pego and Lanz to check into finding names to contact and will report back for the August meeting.

Pego asked for suggestions for the 2012 Convention. Rally Cross is asking for a 5 minute presentation to all the RE's at the Convention and Pego thought it would be good for Road Rally to do the same thing. The RE's that do not go to the convention will need to get an electronic copy of the presentation after the convention. This will have to be discussed with Rick Myers. Jim Wakemen volunteered to do that.

Next meeting
Monday, August 1, 2011 at 7:30 pm CST, via conference call.

Submitted by; Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | July 5, 2011

The *RoadRally* Board (RRB) met via conference call on Tuesday, July 5, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Chuck Hanson and Lois Van Vleet. Sasha Lanz and Eva Ames were not in attendance. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was in attendance.

Proceedings

1. Arizona Regionals Clarification
June 23 RRB Discussion: Currently there are 6 regional events calendared in a weekend. Pego will respond to the Arizona committee after commenting that the number of events-per-day is getting out of hand and bordering on unsportsmanlike conduct by the rallymaster in providing opportunities for gaining lots of points for winning multiple events each day. Four is reasonable (two each day), but not six in two days.

Wakemen asked for a motion to be made to clarify the Arizona Rallies for the record.

Discussion: English reported that after the 2-National Course Rallies last March, the committee announced 2-Nationals in August.

Hanson reported that after the March rallies in Arizona, he had dinner with the Arizona Committee and discussed that they as organizers do not have the capacity to run 2 Nationals events. They were both on the committee for the March events and will be for the August event. One committee member does not have a Safety Steward license and had Tom Hill doing the safety checks. After the conversation, the Arizona committee backed down and asked to turn the 2 Nationals to 9 Regional events. That later turned into 11 by May. The SCCA calendar listed 11; 6 sanctioned regionals and 5 tentative regionals (no sanction paperwork received).

The June 6th RRB meeting was rescheduled to June 23rd. At that meeting, (see discussion above, item No. 8) we all agreed to

contact the Arizona committee and asked them to change the sanctioned 6 regionals to 4 regionals. Pego contacted the Arizona committee and they agreed to 4 regionals instead of 6.

A motion was made for the Arizona Committee to change from 6 Regional events to 4 regional events (Van Vleet/English). It passed.

English will change her calendar to reflect 4 regionals instead of 6. Pego will make sure the SCCA Calendar corresponds according.

A motion was made that more than 2 consecutive events in a single day, requires a RRB approval. (English/Van Vleet) Pego interjected, stating the BOD needs to approve this as a rule change. Pego instructed Deena to contact her if there was a request for 3 or more events in one day and would go to the RRB for approval. After further discussion, English removed the motion. All agreed.

Next meeting
Monday, August 1, 2011 at 7:30 pm CST, via conference call.

Submitted by; Lois Van Vleet, RRB Secretary

ROADRALLY MEMO

The RRB is looking for a Divisional Steward in the NorPac Division.
Anyone interested should contact rrb@scca.com.

The RRB will be needing new members come December. If you are interested in being on the RRB please send a rally resume to rrb@scca.com.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44
2011 Runoffs home page: http://www.scca.com/event.aspx?hub=1&event=17207

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61
2011 Tire Rack SCCA Solo National Championships home page: http://www.scca.com/event.aspx?hub=3&event=17058

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50
2011 RallyCross National Championship home page: http://www.scca.com/event.aspx?hub=2&event=18290
2011 USRRC Home Page: http://www.scca.com/event.aspx?hub=2&event=18291

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED September 2011

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | August 15, 2011

SCCA Board of Directors met in Conference call Monday August 15, 2011. Present were the following SCCA Board members and SCCA Staff: Todd Butler, Philip Creighton, R.J. Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Dick Patullo, John Walsh, Jerry Wannarka (Chairman), Jeff Dahnert (President & CEO), Terry Ozment (VP, Club Racing) and Eric Prill (VP, Marketing & Communications).

The BoD met in Executive Session.
The following actions were voted on and for publication:

The Board voted to accept the CRB recommendation for a new Spec Miata National competition tire beginning 1/1/12. Regions are still free to choose alternate tires for Regional competition.

MOTION: Move to approve the following GCR change regarding the spec tire for Spec Miata **effective 1/1/12**:

9.1.8.6 Wheels/Tires
c.1. National Competition
All cars shall use the P205/50ZR15 Hoosier “SM 6” Spec Miata Dry or the P205/50R15 Hoosier “H2O” Spec Miata Wet tires.
Approved by BoD

MOTION: Re-appoint David Nokes as Chair of the Stewards for a third year.
Approved by BoD

MOTION: Motion to appoint Joanne Jensen as the Executive Steward for Area 5 for the remainder of 2011.
Approved by BoD

Board of Directors Comment on adding the four cycle engine in F500:
The CRB has recently requested member input on whether or not to include the four cycle motorcycle engine in Formula 500. Responses were to be sent to the CRB so they could develop a recommendation for the Board of Directors based on member input. However, many emails have been sent directly to the Board of Directors instead of the CRB. While it is the Board policy to generally respond to each email, the end destination for these emails is the CRB. Those sent to the Board have been forwarded to the CRB for inclusion in their response file.”

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CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 2, 2011 The Club Racing Board met by teleconference on August 2, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Merideth and Richard Patulo, BoD liaisons; Jerry Wannarka, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-09, 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

1. #4266 (BoD) Clarify the use of the term "non ferrous"
   The term "non-ferrous" appears in only three places in the current GCR. One of these (9.1.1.A.1.g.10) is unambiguous. Another (9.1.D.7.d) is addressed in the proposed wording in letter #5636 (FF/FC). The third is addressed here.

   In 9.4.5.A, clarify the last sentence as follows: "There shall be a plate of equal thickness on the inside of the monocoque with solid rivets or bolts (5/16" minimum bolt diameter) through the non-ferrous *metal and/or composite* material."

2. #5383 (CRB) Review 9.4.D Side protection rules
   Modify the last sentence of 9.4.D as follows: "The stock ~~side impact beam and the~~ outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules. *All categories except Production and GT shall not remove or modify stock side impact beams unless specifically authorized."*

3. #5204 (CRB) Driver School waiver authority
   Add a new section to support an alternative Driver School program

   C.2.7.E.4 Alternative Drivers' Schools
   At the request of the Divisional Chief Driving Instructor or Divisional Driver Licensing Administrator or with the approval of the Executive Steward, a Novice Permit holder may be offered an alternative path to an SCCA Regional competition license under the following conditions:

   a. An SCCA sanctioned Drivers' School is unavailable because of timing or location.

   b. The ground school / classroom component may be satisfied informally via telephone, email, or one-on-one meetings between the student and his designated Driving Instructor. The student must demonstrate knowledge of the GCR and the flags as used in SCCA Club Racing.

   c. After successfully completing the ground school, the student must enter a track test day or SCCA sanctioned test day preceding an SCCA National or Regional race, during which his driving will be observed and evaluated by his Driving Instructor along with any other individuals the Instructor and the Chief Steward for the race may designate.

   d. Driving Instructors for this program will be approved by the Division's Chief Driving Instructor or by the Divisional Driver Licensing Administrator.

   e. The host region may charge a fee to cover costs associated with this type of school.

   f. For students with significant recent on-track and/or competition experience or who have successfully completed an SCCA Drivers' School, upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may waive all Drivers' School requirements for the student.

   g. For students without significant recent on-track and/or competition experience, the driving evaluation must include at least 60 minutes of on track activity. Upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may consider this school as the completion of only one of the two required Drivers' Schools.

   In 3.1.10.B, add at the end: "*A Novice Permit holder who is participating in an alternative drivers' school may participate in SCCA practice days in accordance with the provisions of C.2.7.E.4*."

GRAND TOURING

1. #5444 (Bill Gilcrease) Remove possible contradiction within the GT rules
   In 9.1.2.F.4.e.9, add at end: "Crankcase vacuum devices are prohibited, *but a conventional dry sump system is permitted."*

2. #5499 (CRB) Correction to allow stock side impact removal
   In 9.1.2.D.8.j.2, add at the end: "*The stock side impact beams may be removed.*"

PRODUCTION

1. #5497 (CRB) Stock Side impact removal correction
   In 9.1.5.E.9.a.6, add at the end: "*The stock side impact beams may be removed.*"

SUPER TOURING

1. #5498 (CRB) Stock Side impact protection removal with NASCAR bars
   In 9.1.4.C.5, add at the end: "*The stock side impact beams may be removed when NASCAR style door bars are installed.*"

2. #5665 (Rob May) Require factory manuals for compliance checking
   In 9.1.4.G.1, insert a new third sentence: "*Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers.*"

STU

1. #5713 (CRB) Increase displacement limit from 3.0L to 3.2L
   In 9.1.4.A, second and third paragraphs, change ~~3.0~~ to *3.2* (3 places).

STL

1. #5641 (Greg Amy) Explicitly allow under 2L IT cars in STL
   In 9.1.4.B, modify the first sentence of the IT eligibility bullet as follows: "*Any* GCR listed IT cars, 1985 and newer, under their current IT specifications may compete in STU. GCR listed IT cars of 2 liters and less engine displacement, 1985 and newer, may compete in STL under their current IT specifications."

PRODUCTION

1. #5580 (Jesse Prather) Stock wing/spoiler
   Add a new section to 9.1.5.E.9.a as follows: "*16. Stock or aftermarket rear spoiler or wing not permitted.*"

AMERICAN SEDAN

1. #4803 (Jeff Werth) Request alternate dog ring transmissions at a 50# penalty
   In 9.1.6.D.3.k, change as follows:

   "k. 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). ~~Forward gears must be helical cut with a minimum angle of 15 degrees.~~ 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.~~ and ~~A~~all ~~f~~face-tooth engagement gearboxes (e.g., dog rings) are ~~prohibited~~ *permitted at a 125 lb penalty*."

   [Note: The timing of this rule change is closely aligned with plans to reduce weights on aluminum head engine Full Prep AS cars. The 125 lb weight penalty could be partially offset for those cars with aluminum head engines. In the near future, new weights will be developed for all Full Prep cars.]

2. #5496 (CRB) American Sedan Side Impact beams
   In 9.1.6.D.8.n, add at the end: "*The stock side impact beams may be removed when NASCAR style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.*"

   Delete 9.1.6.D.9.a in its entirety. ~~Original door hinges and safety intrusion beam shall be retained. Doors may be pinned, not bolted, for safety.~~

3. #800 (John Blanchard) Review American Sedan rules
   The following is a rewritten version of the AS rules (effective 1/1/12). The great bulk of the changes are editorial in nature. Some changes remove no longer applicable language. Others are rewordings intended to make the language clear. There are some additions that document "common knowledge" that has not previously appeared in the rules. Sections that have no changes are omitted, but section numbers/letters are retained to show structure.

These specifications are part of the SCCA GCR and all automobiles shall conform with GCR Section 9.

A. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in V-8 powered

automobiles, suitable for racing competition. ~~To that end, cars will be those offered for sale in the United States.~~ *Cars eligible for this class are listed at the end of 9.1.6.* They will be prepared to manufacturer's specifications except for modifications and alternate specifications permitted by these rules. The Club may alter or adjust certain specifications to equate competitive potential.

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 ~~for the purpose of obtaining any competitive advantage~~. Cars need not be eligible for state licensure or registration.

C. SPECIFICATIONS

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function. *Unless authorized in this rule set, alteration by tape, stickers, metal, or vinyl of an American Sedan car for the purposes of improving aerodynamics is prohibited.*
2. Cars are classified by make, model and engine displacement (see Section E.~~1.~~, "Car Classification").
3.

D. AUTHORIZED MODIFICATIONS

1. Engine (additional specs., see Section F – Engine Build Sheets) ***(Full Preparation American Sedan Cars only unless otherwise noted)***

a. Induction System
   1.
   2. Only the approved carburetor (Holley #4776, 600cfm 4bll), ~~optional~~ insulator (Holley #108-12), ~~two gaskets~~ and manifold (Edelbrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars. *Two gaskets may be used, one on each side of the insulator.*
   3. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. ~~P~~*Any power* valves, metering blocks, and floats may be ~~altered or relaced~~ *used.* No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). ~~B~~*Any b*utterfly attach screws can be ~~modified or replaced~~ *used*. Carburetors may be modified to allow "four corner" idle adjustment.
   4. ~~E~~ *Any e*xternal throttle linkage to the carburetor may be ~~modified or changed from original~~ *used.* Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
   5.

b. Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is ~~replaced~~ *removed*, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.

c.

d.

e.

f.
   1.
   2.
   3. Any *12 volt* battery may be used. The battery may be relocated as per GCR section 9.3 Batteries. Additional battery hold down devices may be used, and are strongly recommended.

g.
   1. Cam timing, timing chains, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. Timing belts and ~~timing gears~~ *gear driven timing systems* are prohibited unless fitted as original equipment.
   2.
   3.
   4. Rocker arms may be replaced with any rocker arm. Shaft mounted rocker arms are permitted ~~unless otherwise fitted as standard~~ using a minimum of eight shafts. Valve train stud girdles are allowed.
   5.

h.

i.

j.

k.

l.

m. Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used. A valve job will consist of 3 valve angles ("Valve Angles") only not including the Throat Cut angle. Each of these Valve Angles is open. The widths of the Valve Angles on the head and on the valve are open. The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head. *All valve cuts must be concentric with the valve stem.* Additional valve specifications are listed in Section F – Engine Build Sheets. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1.

n.

o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Engine gaskets are unrestricted. ~~Engine drive belts and pulleys may be replaced with any non-tooth drive belt and~~

~~appropriate pulleys. Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function.~~ Motor mounts are unrestricted. Engine must remain in the original, or approved location. This rule pertains to all cars, including restricted preparation.

p.
q.
r. Any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs may be added. *Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys. Any power steering and/or alternator brackets may be used if they perform the same mounting function.*

2. Engine Cooling System

a.
b.
c. ~~C~~*Any c*ooling fans may be ~~removed or replaced~~ *used*. *Cooling fans may be removed.* Electrically operated fans with manual or automatic actuation may be fitted.
d.
e.
f. Screens ~~of 1/4 inch minimum mesh~~ may be mounted in front of the radiator and/or oil cooler(s) and *must be* contained within the bodywork.
g.

3. Transmission/Final Drive

a.
b.
~~c. No alteration to the stock transmission gear ratios is allowed.~~
~~d~~*c*. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s). ~~D~~ *The d*riveshaft may be modified to fit alternate differentials *and/or transmissions*. Factory driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction. ~~Minimum driveshaft diameter shall be no smaller than stock.~~
~~e~~*d*.
~~f~~*e*.
~~g~~*f*. Ford 9" rear axle is permitted in all cars *except Restricted Preparation cars*. Center section shall be of ferrous material.
~~h~~*g*.
~~I~~*h.*
~~J~~*i.*
~~k~~j.
~~l~~*k.*

4. Suspension

a. Ride Height

b. Springs and Shock Absorbers

1. Springs of any origin may be used, provided they are of the same number and type as originally fitted and ~~that~~ they must be installed in the original location. Coil over springs and shocks are prohibited, unless fitted as original equipment.
2. Any shock absorbers may be used, provided they attach to the original mounting points *on the chassis*. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment *from within the cockpit* while the car is in motion.
3.
4.
5.

c. Suspension Control

d. Suspension Mounting Points

1. Cars equipped with strut suspension may ~~decamber wheels~~ *adjust camber* by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plate.
2.
3.
4. One (1) ~~stayrod~~ *reinforcement bar* may be fitted between the upper front strut/shock towers. One (1) stay rod may be fitted between each front strut/shock tower and the firewall~~, but no stayrod shall attach to any other front chassis, body, or engine location unless fitted as standard equipment~~.
5.
6. ~~R~~ *Any r*ubber bump stop~~s~~ may be ~~removed, modified, or replaced~~ *used,* but their chassis mounts, brackets, etc., shall not be altered in any way. *Rubber bump stops may be removed.*
7.
8.
9. The use of offset steering rack bushings is permitted. ~~T~~ *Any t*ie rods and tie rod ends may be ~~modified or replaced~~ *used.* Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

5. Brakes

a.
b. ~~Backing plates and dirt shields may be ventilated or removed.~~ Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. ~~Brake drums shall not be modified other than for truing within manufacturer's specifications.~~
c. Any hub/rotor may be used within the following limitations:
1.
2.

3.
4. Rotor shall be of ferrous material~~, vented~~. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.

d.

e. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). ~~The~~ *Any* pedal assembly, including the *throttle pedal,* clutch pedal, clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be ~~modified or replaced~~ *used* The pedal assembly, and master cylinders, may be relocated. ~~The~~ *Any* brake booster may be ~~modified, replaced or removed~~ *used. The brake booster may be removed.* A brake-bias adjustment cable is permitted. A vacuum reservoir or booster may be added.
Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation, and shall not serve any other purpose. ~~Two brackets or tubes, between the front roll cage cross tube, and the firewall may be added. These brackets or tubes must not serve any other purpose and are not considered roll cage attachment points.~~

f.

g.

~~h. The Club may permit alternate brake system components. Any such component shall be specifically authorized on the specification line for that vehicle.~~

~~I~~*h.*

~~J~~*i.* Rear calipers: Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper *is permitted*.

6. Wheels/Tires

7. Body/Structure

a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. ~~N~~ *Any non-*metallic inner fender liners may be ~~removed, replaced, or altered~~ *used.* Engine compartment*, trunk, hatch,* and door rubber seals *or weatherstripping* may be removed.

b. A front spoiler/air dam is permitted. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground. The spoiler/air dam shall be mounted to the body, and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs. It shall not cover the normal grille opening(s) at the front of the car. Openings are permitted for the purposes of ducting air to the brakes, cooler, and radiator. Front parking light assemblies may be removed for ducting of air. ~~Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour as the original lens.~~ Rear spoilers or wings shall be as originally fitted or as specifically authorized on the classification line for that vehicle. *Unless stated in a spec line, all bumper covers, bumper absorbing material, and metal bumper bars shall not be modified or removed.*c.

d. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used. ~~Stock~~ *Any* hood hinges may be ~~removed, modified, or replaced~~ *used. Hood hinges may be removed.*

e.

f.

g. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc.. Any body repair modification having as its purpose increased clearance is prohibited. ~~In those circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.~~

h.

8. Driver/Passenger Compartment - Trunk

a. The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. ~~Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings~~ *Any seat track/brackets may be used to mount the driver's seat* provided they perform no other function. All other seats may be removed.

b.

c. Gauges and instruments are unrestricted. ~~The~~ *Any* instrument panel may be ~~modified or replaced~~ *used.*

d.

e. ~~Rear seat back, rear seat bottom cushion(s), s~~ *S*un visors, seat belts and their attaching hardware and bracketry may be removed. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.

f.

g. Complete removal of interior panels is allowed *in all or part*. ~~Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.~~

h. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area. ~~Door and rear hatch weather-stripping may be removed or replaced provided the modification serves no other purpose.~~

i.

j.

~~*k. Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.*~~

~~I~~*k.* ~~F~~ *The f*rame or subframe shall be stock for body used. The front and rear subframes may be tied together (front to rear, without crossing the centerline of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125". These connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with

the floor completely welded to this member.

~~m~~*l.* Windshield defrosters are allowed as long as they serve no other purpose. ~~W~~ *Any w*indshield wipers, motors, arms and brackets may be ~~removed or replaced~~ *used. Windshield wipers, motors, arms and brackets may be removed.*

~~n~~*m.* The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed. *The stock side impact beams may be removed when NASCAR-style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.*

9. Safety

~~a. Original door hinges and safety intrusion beam shall be retained Doors may be pinned, not bolted, for safety.~~

~~b~~*a.* Airbags/ passive restraint systems shall be removed.

~~c~~*b.* Fuel cells are mandatory. Cell size is not restricted. It shall be located within twelve (12) inches of the original fuel tank location or behind the rear axle. Additional reinforcement may be added to support the fuel cell~~, but such reinforcement shall not attach to the roll cage~~. Floor pan may be modified for installation.

~~d~~*c. Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour and plane as the original lens.* OEM light assemblies (i.e. fog lamps, driving lights, etc.) mounted on*, in* or below ~~(but not in)~~ the bumper shall be removed. Resulting holes may be used for the purpose of ducting air to the brakes, cooler and or radiator as permitted in D.7.b.

~~e~~*d.*

~~f~~*e.* .

E. CAR CLASSIFICATION

No automatic transmissions, turbochargers/ superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. ~~All components and/or assemblies utilized, except for engine block, shall originate on a vehicle of the body style and displacement classified or be authorized on the car's specification line.~~ NOTE: For competition in American Sedan 1993+ Chevrolet Camaros and Pontiac Firebirds shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. Ford Mustangs shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications *unless prepared to the Restricted Preparation rules.*

F. ENGINE BUILD SHEETS

No. of Cylinders: V-8
Bore (Max): 4.040"
Stroke (Max): 3.500"
Compression Ratio: 10.30 Max.
Piston to Deck Clr: Not to exceed 0.013" above block deck surface (zero deck)
Valve Lift: 0.5000" Max. @ 0.0000" lash
Head Casting #'s: see spec lines
~~**Crankshaft Casting #'s:**~~
~~GM: 3932442, 14088526, 14088835, 566607~~
~~Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA~~
Notes:

~~1. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.~~
~~2. Crankshaft casting seam flash may be deburred.~~
~~3. Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.~~

BLOCK

Crankshaft Housing Bore: 2.4412-2.6416"
Block Deck Height:
GM: 9.0070-9.0430"
Ford: 8.1880-8.2240"
Bore Spacing:
GM: 4.4000"
Ford: 4.3800"
Options:

1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces
5. Block casting seam flash may be deburred.
6. Lifter bore sleeving is permitted.
7. ~~Cylinder bores may be sleeved.~~ A maximum of two cylinders may be sleeved.

CONNECTING RODS

CAMSHAFT

CRANKSHAFT

Main Journal Dia (Min): 2.2182"
Rod Journal Dia (Min): 2.0690"
Options:

1. *Any commercially available steel crankshaft (cast or forged) which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.*
2. *Crankshaft casting seam flash may be deburred.*

3. *Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.*

~~1. Crankshaft casting seam flash may be deburred.~~

PISTON

CYLINDER HEADS

MISCELLANEOUS

G. MEASUREMENT STANDARDS

SHOWROOM STOCK

1. #5378 (Jason Isley) Allow tach
   In 9.1.7.E, add the following: "*35. It is permitted to add an aftermarket tachometer to any car that do not come with a factory tachometer.*"

2. #5716 (CRB) Remove 10 year car time out
   In 9.1.7.B, replace "~~Cars will be eligible for competition from the time they are classified until the end of the twelfth calendar year of competition of the latest model year listed on the specification line.~~" with "*Cars more than 5 model years old will not be classified.*"

SSC

1. #5276 (Jim Ebben) Ford Focus: Allow redirection of the breather hose for
   In 9.1.7, SSC, Ford Focus SVT (02.5-04), Ford Focus ZX-3 (00-03) and Ford Focus ZX4 ST (05-06), add to Notes: "*Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.*"

TOURING

1. #5378 (Jason Isley) Allow tach
   In 9.1.10.D.9.c, add the following: "*6. It is permitted to add an aftermarket tachometer to any car that do not come with a factory tachometer.*"

2. #5717 (CRB) Remove 10 year car time out
   Delete 9.1.10.C.4.b in its entirety: "~~Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.~~"

   In 9.1.10.C.3.a, add at the end: "*Cars more than 5 model years old will not be classified.*"

T2

1. #5393 (Mark Wilson) Add M-6675-M50BR baffled oil pan to 2011+ Mustangs
   In 9.1.10, T2, Ford Mustang GT 5.0L 2011-12, add to Notes: "*Ford Racing oil pan #M-6675-M50BR permitted.*"

CAR RECLASSIFICATIONS

(Effective 1/1/2012) Reclassify Honda Civic Del Sol Si (93-94) from EP to FP with the following specification corrections/ changes:

Honda Civic Del Sol Si (93-97)
Displacement: *1590*
Head material: *Alum*
Notes: compression ratio ~~12.5:1~~ *12.0:1* , Valve lift limited to ~~.500"~~ *.450"*

WHAT DO YOU THINK?

IMPROVED TOURING

Member input is requested on whether an allowance should be made to permit disabling power steering assistance on IT cars, including allowing the fluid lines to be looped if desired.

FORMULA

FF

The following is a proposal for rewriting the Formula F (FF) and Formula Continental (FC) rules as a single specification. The FC rules are folded into the FF rules. The engine rules for both classes remain untouched. The chassis, bodywork and airfoil rules have been reorganized and clarified. There are some substantive changes in side impact protection and floor/ undertray rules. Only headings for the FF and FC engine rules are included to show their placement in this revision. Note: there are some minor changes to and rewording of the FF rules as a result of combining them with the FC rules. Also, some text has been relocated; these are not indicated.

D.*1* *FORMULA CONTINENTAL AND* FORMULA F PREPARATION RULES

Definition*s*

a. *Formula F:* A formula for single-seat, *tubular frame, flat bottom,* open-wheel racing cars using standard Ford 1600 "crossflow" pushrod engines, or a Honda Fit 1500 (L15A7) overhead cam engine, with firewall, floor, and safety equipment conforming to the GCR.

b. *Formula Continetal:* A formula for single-seat, *tubular frame, flat bottom,* open-wheel racing cars using the Ford 2 liter single overhead camshaft "NE" series engine, the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine, or the Ford Zetec ZX-3 2 liter dual overhead camshaft engine.

c. Formula F *and Formula Continental are* ~~is a~~ restricted class*es*. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T.

d. Homologation is required for all cars registered after January 1, 1983.

e. All cars converted from one class to the other shall apply for homologation and comply with these rules.

D.2 General Construction Restrictions

NOTE: Contained herein are the 1986 Formula F chassis construction requirements ~~(see D.7 and D.8).~~, *revised January 1, 2012*. All new *Formula Continental and* Formula F~~ord~~ cars are to be built to these specifications. *Any class-specific differences are stated explicitly. For cars registered prior to January 1, 1986, see section D.21.*

The use of carbon fiber and/or Kevlar reinforcement, titanium, beryllium, metal matrix, ceramics, high strength composites and similar materials is prohibited unless specifically permitted. The use of the word "unrestricted" in any section does not indicate the allowance of these prohibited materials.

The use of non-metal materials for seals, bearing and bearing liners, thread locking systems, windscreens, mirrors, instruments, wiring, electronic systems, electrical systems, hydraulic and oil and cooling systems, etc, are permitted unless specifically restricted.

Fuel Capacity: Maximum capacity 41 liters (10.83 gallons)

Refer to *the Formula F and Formula Continental Dimensions Table for general dimensional limitations.*

D.~~7~~*3* Chassis/Frame

a. The chassis*/frame and all bulkheads* shall be of steel *tube, bar and sheet* space-frame construction *only, and shall comply with GCR construction requirements*. Monocoque-type structures are prohibited.

The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position (i.e., pedals not depressed) and shall remain behind the front bulkhead *(per 9.4.5)*. The lower main frame rails shall be a minimum of 25 centimeters (9.84 inches) apart (inside dimension) from the front bulkhead to the rear roll hoop.

Forward-facing braces that protect the driver's legs and feet shall extend from the front roll hoop to the front bulkhead (The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.) *This does not preclude a secondary forward bulkhead ahead of this "front" bulkhead). The front bulkhead may be constructed from aluminum plate.*

~~A stress bearing floor pan constructed from a minimum of .060 inch heat treated aluminum sheet or 18 gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch. The floor pan may be constructed in multiple sections.~~

~~The front bulkhead, forward roll hoop (dash hoop) bulkhead and main hoop bulkhead may also utilize stress-bearing panels. No other stress-bearing panels are allowed.~~

~~Stress-Bearing Panel Definition: Any sheet material that is attached to the frame by welding, bonding, riveting, threaded fasteners, or any combination thereof, the centers of which are located closer than 6 inches. *The distance between fasteners is measured on the surface of the panels.* No materials other than aluminum or sheet steel are allowed for use as stress-bearing panels. Stabilized materials (honeycomb) are not permitted as stress-bearing panels.~~

b. *Further reinforcement of the frame structure shall be in accordance with the allowances specifically stated herein. No other methods of reinforcement are permitted.*

1. The chassis shall carry a mandatory load-bearing floorpan, and may incorporate optional load-bearing bulkhead panels (on the main and dash hoops, the front bulkhead immediately ahead of the drivers feet, and any secondary bulkhead located forward of the front bulkhead). The optional bulkhead panels may be attached in the same manner as the requirements set forth for the floorpan.

Load bearing panels are defined as panels attached in any fashion to the frame on less than six inch centers as measured along the surface of the panels.

2. A metal floorpan shall be rigidly attached to the lower surface of the bottom frame rails. At a minimum, it shall extend from the rear main hoop bulkhead to the front bulkhead. Floorpan material is must be a minimum of .060 heat treated aluminum alloy and/or 18 gauge steel sheet only.

3. The floorpan shall be, at the minimum, attached to the chassis lower rails at or adjacent to its full perimeter by

any combination of welding, bonding, riveting, or bolting. The centers between any two adjacent fasteners shall be no more than 6 inches apart as measured along the panel surfaces. The floorpan may not "wrap up" on to the chassis sides to any point above the top surface of the lower main frame rails. Any "wrap-up" shall be included in the measurement in D.5.

4. The floorpan may be constructed in more than one section. For its entire length, the floorpan shall be parallel to the reference area described in D.5.

c. The area between the upper and lower main frame tubes from the front *instrument/dash* roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by *at least* one of the following methods to prevent the intrusion of objects into the cockpit. *Panels may extend to the forward most bulkhead, but must otherwise comply with these regulations.*

1. Panel(s), minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or 18 gauge steel, attached to the outside of the main frame tubes. ~~No other material types will be allowed for these panels.~~

2. Reinforced body, ~~at minimum,~~ consisting of *at least* two layers of 5 ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. (5 *or more* layers are highly recommended.)

   For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

3. Flat composite panels of uniform thickness and construction attached to the outside of the main frame tubes. Shaping of these panels to conform with the outer perimeter of the main frame tubes is permitted. Carbon fiber is permitted, however, it must be used in conjunction with another "anti-ballistic" type material (e.g., Kevlar, Zylon, etc). Such material shall be at least 1.5mm (.060 inches) in thickness not counting the carbon fiber.

Composite anti-intrusion panels shall be attached with no more than eight fasteners per side. Fasteners shall be AN or superior grade of not more than 0.25 inch diameter. Two flat or countersunk Mil Spec or SAE washers of no more than 1 inch diameter may be employed with each fastener. Ten fasteners per side are permitted if the panels extend to the front bulkhead.

Alternatively, FIA mounting is permitted as follows:

One panel shall be permitted per side. It shall be fastened to the frame at its extreme corners, the upper, lower, forward and rearward edge halfway between the corners, and halfway along each diagonal tube. The attachment should consist of an 8mm U-bolt and an aluminum plate 3mm thick, 20mm wide and 12mm longer than the U-bolt span.

Panel mounting must comply with one or the other above prescribed methods. It may not be a combination of the two.

d. No other exterior panels (excepting body work) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead.

Frame-exterior panels (including, but not limited to, body and anti-intrusion panels) and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed.

No panels or other components other than the required and optional load bearing panels may be attached to the chassis for structural purposes, except that the engine, bell housing/oil tank and gearbox are permitted to be stressed and/or load bearing.

e. A firewall(s) that seals the drivers' compartment (cockpit) and the engine compartment is required. Forward facing ducts may be installed to delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver.

f. Brackets *are permitted* for *the exclusive purpose* of mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components~~, and body panels,~~. *They* ~~may~~ *shall* be ~~non-ferrous~~ *metal*, of any shape, and attached to the frame in any manner. *Composite and/or non-metal bellhousings are prohibited.*

g. Brackets for the purpose of mounting or attaching bodywork may be of glass fiber or metal construction, and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted.

h. Instruments may be mounted in non-metal panels (e.g., composite, wood or plastic) securely affixed to the dash bulkhead.

i. Impact Attenuators: See 9.4.5.G.

j. No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.

k. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit.

D.8*4* Bodywork

For the purposes of this section, bodywork includes all panels external to the chassis/frame and licked directly by the air stream. This includes panels above or below the floor pan, and the bottoms of any side pods.

a. The bodywork opening giving access to the cockpit shall have the following minimum dimensions:

Length: 60cm (23.62 inches)
Width: 45cm (17.72 inches)

This width extends over a length of 30cm (11.81 inches) minimum. This minimum rectangular opening may exist anywhere forward of the firewall. Forward-facing roll bar/cage bracing and padding will not be considered in these dimensions.

b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended. *Bead seats are recommended.*

c. Bodywork ~~(including undertrays, floor pan,~~ *and rear* spoiler*(s)* and any attached components except for suspension components~~)~~ shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than ~~100cm (39.37 inches)~~ *80cm (31.50 inches)* behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions. Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal ~~section~~ *plane*. *Allowances shall be made for radius of bodywork along primarily horizontal surfaces in this area. Undertrays and floorpans may extend laterally past cockpit sides, sidepods, and engine compartment enclosures, but only up to the 95cm (37.40 inches) maximum allowed width.*

d. Diffusers and undertrays shall not exceed a maximum width of 95 cm (37.40 inches). No part of the diffuser or undertray shall extend more than 80 cm (31.50 inches) behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board.

~~f. Carbon fiber is not permitted in any external bodywork. Cockpit interior panels, internal ductwork, air intakes and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.~~

e. Bodywork shall be of aluminum or glass fiber construction and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted. All bodywork shall be attached to the chassis such that it is not capable of coming loose when the car is in operation.

f. Cockpit interior panels may be constructed of glass fiber, carbon fiber, metal and Kevlar. Such panels shall be contained completely within the frame. Cockpit interior panels and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed. Bead seats are exempt from this rule and may extend beyond the inside edge of the frame tubes.

g. Mirrors, interior air ducts for radiators and oil coolers and the required Zetec air scoop may be constructed of carbon fiber and/or other composites.

h. Wings, endplates and their attachment(s) shall be of metal or glass fiber construction, and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted.

D.5 Control of Undersides Shaping

It is the intent of these rules to minimize (not eliminate) the use of "ground effects".

a. A reference area is defined

Formula F: by the full width of the lowest surfaces of the car licked by the air stream between the front axle centerline and the rear of the rear tires.

Formula Continental: by the full width of the lowest surfaces of the car licked by the air stream between the rear edge of the front tire and the front edge of the rear tires.

These surfaces may include the floor pan, undertrays, *diffusers,* side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this reference area, the lowest surfaces licked by the air stream must be flat with a total vertical tolerance of 25.4mm. An undertray beneath the engine, bell housing and/or gearbox is not required.

1. Mirrors and any primarily vertical bodywork (e.g., cockpit/radiator sides *that are oriented 45 degrees or greater relative to the ground)* that extend laterally past the outer edges of the floor pan and/or undertrays are not subject to the reference area restrictions.

2. Fairings for streamlining suspension pickups are not subject to the reference area restrictions; however, such fairings shall be symmetrical about their horizontal axis.

3. The perimeter of any reference area surface that transitions upward to any bodywork may use a maximum 1 inch radius and shall be included in the reference surface measurement.

b. Measurement for compliance of the defined area shall be performed as follows:

1. A non-flexible straight-edge bar shall be placed against the lower surface of the reference area in a suitable section (unworn and flat enough to prevent rocking of the bar) from which the bar can be oriented to measure all parts of the

reference area. The competitor shall be responsible for the availability *and condition* of such a surface. The bar shall be of sufficient length to reach all portions of the reference area from that surface.

2. All measurements shall be taken vertically from the bar to the reference area surfaces. The total maximum vertical distance (additive upward and downward) from the bar to any part of the reference area surfaces shall be 2.54 cm. Skid blocks and or rub strips are not included in this measurement.

c. No aerodynamic devices (e.g., skirts, body sides, skid "planks", undertrays, skid blocks, etc.) may extend more than 1 cm (.394 inches) below the reference area.

D.6 Aerodynamic Aids

a. ~~For Formula Ford, a~~ *A* wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce.

b. Wings and other airfoil devices ("dive planes", etc.), whose primary purpose are to create aerodynamic downforce, are prohibited *in Formula F*.

c. Both front and rear wings/airfoils are a requirement for FC. See the Formula F and Formula Continental Dimensions Table. Cockpit or remote adjustment is not permitted; wings and airfoils shall be non-movable when the car is in operation.

d. Any part of the car which that has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce.

e. Shaping of the lower surfaces to create "venturi" type tunnels is prohibited. An example of venturi tunnels is shown in the following figure.



f. It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. There shall be no forward facing gaps or openings in or about the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. All ducted air for heat exchangers shall pass through those heat exchangers.

g. Primarily vertical (see D.5.a.1) air diverters greater than 30 inches forward of the main hoop (i.e. - "bargeboards") that stand away from the cockpit sides and are attached to (or through) the cockpit sides, undertrays and/or sidepods shall be considered as creating forward facing gaps and shall be prohibited.

h. (Formula F only) A single rear spoiler, that may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

i. (Formula F only) No part of the bodywork is allowed to have any down-turned fences or intermediate strakes. *Undertrays are allowed, but any portion within the reference area (D.5) must comply with the reference area measurement rules.* No bodywork below the horizontal centerline of the differential and to the rear of the rear tires may be wider than 16 inches.

j. (FC only) Diffuser undertrays, to the maximum allowed bodywork width are permitted, but any portion within the reference area (D.5) must comply with the reference area measurement rules

D.~~9~~7 Suspension

Suspension is defined as the system of springs, shock absorbers, control arms, links, etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering components, etc., are not considered as suspension in this section.

a. All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings, bushings, spring caps, abutment nuts, shock absorber caps and nuts*, which may be of aluminum alloy.* Titanium*,* carbon fiber*, and other non-metallic composites are* prohibited *in any suspension component*.

b. Front and rear hub carriers shall be only steel*,* ~~or~~ aluminum *or magnesium* alloy for cars manufactured after January 1, 1983.

c. Springs shall be steel only.

d. Control arms and all associated items that attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit. *"Anti-Intrusion" bars are highly recommended on the front suspension arms.*

e. Shock absorbers: Design - unrestricted; casing material: steel or aluminum alloy.

f. Sway bars, sway bar links and steering components are unrestricted, except as specified in D.2.

~~All components that are not defined as chassis/frame or suspension are unrestricted, unless otherwise restricted by these~~

~~rules or the GCR. Titanium is prohibited. Carbon fiber is prohibited~~

g. It is not permitted to attach spoilers, fairings or other devices that may exert downforce to the movable suspension members. If the suspension member is of streamline or airfoil cross section, it shall be symmetrical about its horizontal axis. Brake lines may be attached to suspension members. Brake lines may be enclosed in a symmetrical fairing.

D.~~10~~*8* Brakes
Unrestricted, except:
a. Maximum of 2 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.
b. Brake rotors are restricted to ferrous material.

D.9 Steering
Unrestricted.

D.~~11~~*10* Wheels
Wheels are unrestricted except that:
a. Material ~~is unrestricted providing it is~~ *must be* metal.
b. Diameter shall be thirteen (13) inches.
c. Rim width:
Formula F: shall not exceed 5.5 inches.
Formula Continental: shall not exceed 6.0 inches front and 8.0 inches rear.
d. All measurements shall be taken between the beads.

D.1*1* ~~Kent~~ Engine*s*
Formula F engines
~~Three~~ *The only permitted* engines are ~~allowed in Formula Ford~~:
~~1~~*a*. The Ford 1600 GT "Kent" pushrod "crossflow" as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.~~1~~*2*.
~~2~~*b*. The Ford 1600 GT "Cortina" engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.~~2~~*3*.
~~3~~*c*. The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit (all models starting 2009). The Honda Fit engine specifications are contained in D.~~3~~*4*.

Formula Continental Engines
The only permitted engines are:
a. The Ford 2 liter single overhead camshaft "NE" series engine or the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine. *The specifications are contained in D.5.*
b. The Ford Zetec ZX3 2 liter dual overhead camshaft engine. *The specifications are contained in D.6.*

D.1*2* Kent Engine

D.~~2~~*13* Cortina Engine

D.~~3~~*14* Honda Fit 1500 (L15A7) Engine

D.15. Ford NE series and Pinto Engines

D.16 Ford Zetec Engine

D.~~4~~*17* Transmission
Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. *The change gear ratios are unrestricted.*
a. The use of an automatic and/or sequentially shifted gearbox is prohibited.
b. Electronic and/or electro-mechanical assisted gear change mechanisms are prohibited.
c. Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).
d. All change gears must be located in the case aft of the final drive.

D.~~5~~*18* Final Drive
Any final drive unit may be used except:
a. Drive shall be to rear wheels only.
b. The differential *shall be of standard "open" type* and cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.
c. Electronically controlled differentials are prohibited.

D.~~6~~*19* Clutch
Formula F
The use of any single plate clutch is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel, and provided that it shall have an operable clutch system. Carbon Fiber clutches are not permitted.

Formula Continental
See D.15 and D.16.

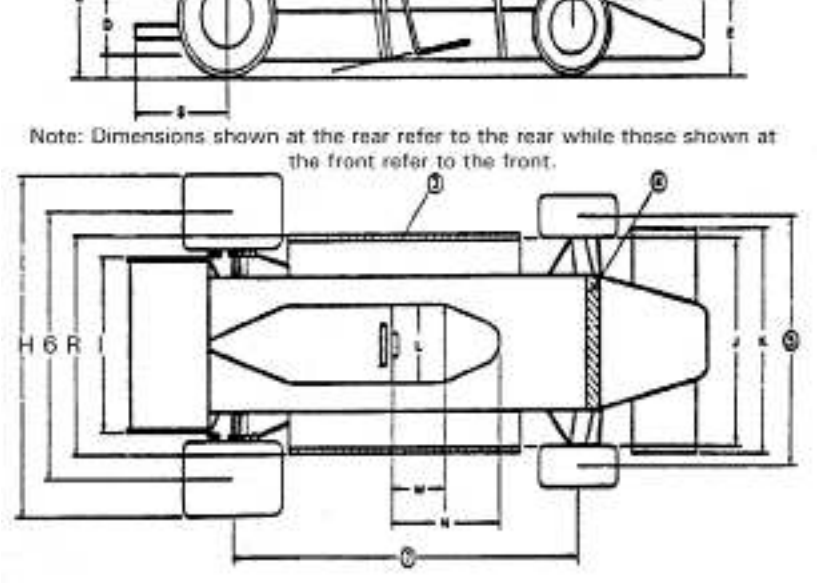
D.~~12~~*20* Weight
Formula F

Ford Cortina Engine: 1050 lbs.
Ford Kent and Honda Fit Engines: 1100 lbs.

Formula Continental

Pinto Engine: 1200 lbs.
Pinto with aluminum cylinder head: 1200 lbs.
Zetec Engine: 1200 lbs.

Formula F and Formula Continental Dimensions Table	
Dimension (refer to drawing)	**Measurement (cm)**
A. Maximum rear overhang from rear wheel axis	**80**
B. Maximum front overhang from front wheel axis	**100**
C. Maximum height measured from the ground	**90**
D. Exhaust height measured from the ground	**20-60**
E. Maximum height of any aerodynamic device	**Rim height**
F. Minimum safety rollover bar height inline with driver's spine	**92**
G. Minimum allowed helmet clearance	**5**
H. Maximum width	**185**
I. Maximum rear aerofoil width (includes endplates) *(FC only)*	**95**
K. Maximum nose width	**135**
L. Minimum cockpit opening	**45**
M. Minimum cockpit parallel opening length	**30**
N. Minimum cockpit overall opening length	**60**
R. Maximum body width behind front wheels	**95**
S. Maximum exhaust length from rear wheel axis	**80**
7. Minimum wheelbase	**200**
5. Minimum track	120



1. Safety roll-over bar.
2. Substantial support structure.
3. Crushable structure.
4. Substantial structure.
5. Front track.
6. Rear track.
7. Wheelbase

Maximum height is measured with the driver aboard. Maximum height excludes safety rollover bar on which there is no maximum height.

D.~~13~~*21* Cars Registered Prior To 1/1/86
The following specifications are for cars registered prior to January 1, 1986 and for Technical Inspection only. No cars are to be built to these specifications as of January 1, 1986.
[This section unchanged.]

MEMBER ADVISORIES

SHOWROOM STOCK AND TOURING

The CRB has considered the current state of the Showroom Stock and Touring category classes. Our plan for these classes is outlined here.

- We will ask the Board of Directors to approve removal of the 10 year car time out provision in both Showroom Stock and Touring (see letters #5716 and #5717 in Suggested Rules for Next Year).
- It appears now that T3 will not achieve sufficient National racing entries to be returned to National class status. For 2012, almost all T3 cars will be reclassified in T2 (a very small number may be reclassified in SSB). In most cases, restrictors will be removed and a new minimum weight will be set. Competitiveness cannot be guaranteed. The specific changes to each current T3 car will be published in the October Fastrack. Car owners have the option of running their cars in the Super Touring or Production categories with the appropriate modifications.
- For 2013, we plan to combine SSB and SSC and rename the resulting class as T3. Spec B cars (see 9.1.7.E.34) will form a new T4 class. Details of these new classes will be announced during 2012.

NOT APPROVED BY THE CRB

GRAND TOURING

GT1

1. #5493 (Mitch Poremba) Raise db sound level for GT1
   All cars must comply with sound control requirements.

GT2

1. #5389 (Michael Smellie) Reduce the weight of the RX-7 by 75 lbs.
   The 75 lb. weight penalty was applied because this specific body does not conform to the GTCS.

GTL

1. #5248 (Orin Leitner) Classify Dodge Colt
   The engine exceeds class maximum GTL displacement of 1.8L. Please supply specifications for the 4G52 1995cc engine as well as chassis specifications for classification in GT3.

IMPROVED TOURING

ITA

1. #5456 (Brian Laughlin) Reverse cooling system flow in Miata?
   No aftermarket cooling devices are permitted.

PRODUCTION

EP

1. #5461 (Larry Svaton) Caterham engine - classify Duratech
   The engine choices are adequate for the car and parts are still available.

SUPER TOURING

1. #5394 (Jason Berkeley) Eliminate IT, and SM cars from ST Classes
   Thank you for your input. These cars are within the category philosophy even if they are not fully developed.

STO

1. #3855 (Kevin Patterson) Allow alternate intakes For Ford 5.4 engine cars
   Thank you for your input. Not within class philosophy.

2. #5436 (Thomas Kriner) Permit the use of c5r cylinder block
   Thank you for your letter. This request is not within the category philosophy.

STU

1. #4872/#5660 (Ian Stewart/ Bill Steinhoff) Allow early 350z in class with 3.5L motor
   Thank you for your input. The displacement is over the current 3.0L threshold and the proposed 3.2L threshold for 2012.

2. #5483 (Scott Peterson) Remove requirements that are unnecessary for Club Racing
   Thank you for your input. Not within the philosophy of the class

AMERICAN SEDAN

1. #5090 (Chris Brannon) Allow transmission and differential coolers for all cars
   For those Limited Prep cars that already permit them, their use will continue to be allowed.

SHOWROOM STOCK

SSB

1. #5454 (Tim Myers) Allow alternate, safer drive shaft for SSB Mustang
   Thank you for your letter. Alternate drive shafts are not within the category philosophy.

SSC

1. #5413 (Mark McCaughey) Remove 50lbs from Celica GTS
   This car is competitive as classified.

SPEC MIATA

1. #5328 (Harley Kaplan) Ref. Section 9.1.8 Section 7C
   We will continue to monitor situation with the 99-00 spoiler.

TOURING

1. #5421 (Cheyne Daggett) Open Brakes
   Not within category philosophy.

T1

1. #5241 (Chris Ingle) Before someone gets killed, reduce the weight of the standard LS3
   Thank you for your letter.

2. #5391 (Mike McGinley) Reduce weight of LS3 C6 to 3350
   Thank you for your letter.

T2

1. #5472 (Chad Gilsinger) Parking Brake Removal
   Not within category philosophy.

2. #5473 (Chad Gilsinger) Rear Side Glass Removal
   Not within category philosophy.

3. #5474 (Chad Gilsinger) Rear Door Gutting
   Not within category philosophy.

4. #5475 (Chad Gilsinger) Removal of Rear Side Glass
   Not within category philosophy.

PREVIOUSLY ADDRESSED

TOURING

T2

1. #5250 (Jim Leithauser) Negative comp adjustment for Nissan
   Please see August Fastrack.

NO ACTION REQUIRED

GCR

1. #5259 (Allen Davis) Formula Car Helmet Clearance
   Head and neck restraints will become mandatory 1/1/2012. It is up to the car owner to meet the requirements for their use in conjunction with head rest requirements. This includes making necessary modifications to the car.

2. #5399/#5409/#5449 (Ron Leiferman/Mitch Schwartz/Jim Stinehelfer) Support for double National at MPH
   Thank you for your letter, however this is not a CRB responsibility.

3. #5408 (Jason Berkeley) Revise the current class structure in GT, T, SS, Prod, and IT
   Thank you for your letter. We will take your points under advisement for future planning.

4. #5549 (Matt Downing) Don't make H&N devices mandatory for all Club Racing classes
   Thank you for your letter. The BoD has reaffirmed the requirement for head and neck restraints in 2012.

FORMULA

FC

1. #4833/#5367 (Robert Wright/Dan Andersen) Rules change for side intrusion panels
   Please see letter #5636 in Suggested Rules for Next Year.

IMPROVED TOURING

ITC

1. #5398 (Jeff Janoska) Please reweight 84-86 CRX in accordance with The Process
   We will be evaluating ITC as a whole in the near future.

AMERICAN SEDAN

1. #5035/#5036 (Ted Johnson) Do not allow dog ring gear boxes in A/S
   Thank you for your input. Please see letter 4803 in Suggested Rules for Next Year.

SPEC MIATA

1. #5267 (Dave Wheeler) june sprints operational issues
   Thank you for your letter. The operations of events are not the responsibility of the CRB.

2. #5329 (Harley Kaplan) Ref. CRB 5155
   Thank you for your input.

SUPER TOURING

1. #5365 (Alex Lombardi) Engine swap vw family engine into Porsche 944?
   Yes, this fits within the category philosophy.

STU

1. #5397 (Edward Richter) VG30DETT Engine Swap
   The twin turbo engine would require you to compete in STO. The normally aspirated engine may be installed in STU.

SHOWROOM STOCK

1. #5362 (Stan Czacki) SS-T Future
   We apreciate the thought you put into this letter. It will help us make better decisions in the future.

2. #5369 (Christopher Childs) Not in Favor of consolidating SS/Touring
   Thank you for your letter.

3. #5414 (Mark McCaughey) Possible SSC probation year
   Thank you for your letter. See Showroom Stock and Touring Member Advisory in these minutes.

TOURING

1. #5450 (Chris Ingle) Define “competitive”...objectively...with numbers (seconds/lap)
   The term “competitive” is used to mean vehicle performance with potential parity in a class, without regard to driver ability.

T2

1. #5471 (Chad Gilsinger) Rear diff cooler
   Coolers are open per 9.1.10.D.4.a.3.

T3

1. #5301 (Jim Leithauser) BMW Z4 header
   We apologize for recommending a part that will not fit your engine.

RESUMES

1. #4966 (Michael Sullivan) Resume Submission for Michael Sullivan
   Mr. Sullivan submitted his resume and has been appointed to the TSSAC.

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2011
NUMBER: TB 11-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 9/1/11 unless otherwise noted.

GCR
None.

Formula
FB
1. #5586 (CRB) Clarify engine preparation rule
   Clarify 9.1.1.H.4.B as follows: "Engine ~~internals and compression ratio~~ *components (including cylinder heads and blocks)* must remain stock, except as specifically permitted in these rules. *No material may be removed from any engine component, except as specifically permitted in these rules. Valve jobs are permitted, but the valve seat diameter must not be changed.* The competitor must present, on demand, an original factory manual for the *specific* engine *make, model and year* to allow compliance verification."

   In addition, photos of critical areas in the GSXR-1000 head with a micrometer in place showing how measurements are to be taken will be added to the SCCA web site to assist tech inspectors in compliance checking. Similar photos and measurements will be added as necessary for other engines.

Grand Touring
None.

Improved Touring
None.

Super Touring
1. #5206 (Greg Amy) Clarification Request for Alternate Body Panels
   Clarify 9.1.4.2.A.1 and 9.1.4.3.A.1 as follows: "All cars may replace the hood, hatch, and/or trunk/deck lid with nonmetallic composite parts. The OEM ~~profile~~ *appearance* shall be maintained on the part. All other body panels shall be OEM parts."

2. #5400 (Greg Amy) Re-wording, Ride Height
   In 9.1.4.F.5, change as follows: '~~Minimum ride height is 3.0 inches for STO, 4.0 inches for STU and 5.0 inches for STL.~~ Ride height will be measured at the lowest point of the rocker panel, not including the pinch weld."

   Add a new subsection to 9.1.4.1.D: "*5. Minimum ride height is 3.0 inches.*"

   Add a new subsection to 9.1.4.2: "*C. Chassis*" and re-letter subsequent subsections as necessary.

   Add a new subsection to 9.1.4.2.C: "*1. Minimum ride height is 4.0 inches.*"

   Add a new subsection to 9.1.4.3: "*C. Chassis*" and re-letter subsequent subsections as necessary.

   Add a new subsection to 9.1.4.3.C: "*1. Minimum ride height is 5.0 inches.*"

3. #5401 (Greg Amy) Re-wording - Dry Sumps
   Delete 9.1.4.J.4 in its entirety.

   Add a new subsection to 9.1.4.1.E: "*7. Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.*"

   Add a new subsection to 9.1.4.2.C: "*6. Dry sump systems are allowed. The dry-sump system is limited to 3 stages. It shall consist of 1 pressure stage and a maximum of 2 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 1 two-port scavenge stage, or a maximum of 2 single-port scavenge stages, such that oil is not being scavenged from more than a maximum of 2 locations.*"

4. #5402 (Greg Amy) Re-wording - Suspension Pickup Points
   Delete 9.1.4.N.2 in its entirety.

   Add a new subsection to 9.1.4.1: "***G. Suspension and Steering***" and re-letter subsequent subsections as necessary.

   Add to 9.1.4.1.G as follows:
   1. Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch;

however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.

2. Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.

3. Alternate control arms permitted."

Add to 9.1.4.2.E as follows:
3. Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.

4. Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on the chassis only.

5. #5426 (Greg Amy) Rule Change - Correct Tire Rule
In 9.1.4.P.1, correct by removing superfluous wording as follows: "Tires must conform to 9.3.45. ~~Filing, buffing, or any other disguising of tire sidewall is prohibited. Chemical treatments, or any means to artificially enhance tire performance is prohibited.~~"

STO

1. #5462 (Paul Fairchild) Classify Porsche 996TT and allow factory flares
In 9.1.4.1.I, add: *Porsche 996tt/3600/3265/(2) 32mm TIRs/* Notes: *K24/K16 "hybrid" turbochargers permitted; The following alternate parts, or dimensionally identical replicas, may be used: rear bumper (ERP.996.211), left side flare (ERP.996.319), right side flare (ERP.996.320), left rocker panel (ERP.996.983), right rocker panel (ERP.996.984); or left front flare 997-503-301-9d, right front flare 997-503-302-9d, left rear flare 997-504-319-c, right rear flare 997-504-320-c.*

2. #5417 (Wade McBride) Classify Nissan GTR and permit GTR engine for 350Z
Effective 10/1/11, in 9.1.4.1.I, add to table: *Nissan GTR/3800/3520/(2) 35mm TIR/Must use OEM GTR twin turbo chargers*

Effective 10/1/11, in 9.1.4.1.I, add to table: *Nissan 350/370Z/3800/3520/(2) 35mm TIR/Must use OEM GTR twin turbo chargers*

3. #5418 (Wade McBride) Alternate motor for the 350Z
Effective 10/1/11, in 9.1.4.1.I, add: *Nissan 350/370Z/5600/3135///*

4. #5666 (Rob May) Correct restrictor plate for 996tt STO
In 9.1.4.1.I, Porsche 996TT, add restrictors (inadvertently omitted): "*(2) 40mm flat plate*"

STU

1. #5481 (Greg Amy) Correct effective date of STU displacement limit
Effective immediately, in 9.1.4.A, second and third paragraphs, change ~~3.2~~ to *3.0* (3 places).

2. #5664 (CRB) Classify Spec M3
Effective 10/1/11, in 9.1.4.B, add a new bullet item as follows:
"*Rocky Mountain Division SpecM3 cars completely conforming to the 2011 rules may compete in STU. Competitors must have a copy of the 2011 rules in their possession.*"

Production

EP

1. #5640 (CRB) Add Zetec SVT cylinder head casting number to Lotus spec line.
In 9.1.5, EP, Lotus/Caterham 7 America, add to notes: "*Zetec SVT casting number: 2M5V-6F 093*".

2. #5382 (John Bauer) Add the Zetec SVT engine to the Caterham Spec Line
Effective 8/1/11; In 9.1.5, EP, Lotus/Caterham 7 America, add to Engine type: "*and Ford Zetec SVT*". Change the weights as follows: "*Zetec: 1460 Zetec SVT: 1560*". Change the valve sizes as follows: "*Zetec: (I): 32.0mm (E): 28.0mm Zetec SVT: (I): 33.5mm (E): 28.0mm*".

FP

1. #5479 (James Rogerson) Track Clarification
   Effective 10/1/11, in 9.1.5, FP, Acura Integra (90-93), correct track specifications as follows: ~~front/rear 61.7/61.7~~ *front/rear 62.3/62.3*

2. #5580 (Jesse Prather) Misc Honda changes
   Effective 10/1/11, in 9.1.5, FP, correct Honda Civic EX ~~VTEC SOHC~~ (92-95) specifications: compression ratio from ~~12.5~~ to

12.0; valve lift from ~~.500~~ to *.450.*

In 9.1.5, FP, correct Honda Civic Del Sol model to: Honda Civic Del Sol *VTEC (94-97)*

Effective 10/1/11, in 9.1.5, FP, Accura Integra 1600 (86-89), change specifications as follows: weight: ~~1940/*1989/**2037~~ *1950/1999/2048;* Compression ratio ~~10.0~~ to *12.0;* valve lift ~~.390~~ to *.450*

HP

1. #5479 (James Rogerson) Track Clarification
   Effective 10/1/11, in 9.1.5, HP, Honda Civic/Si (84-87), correct track specifications as follows: ~~front/rear 58.8/59.1~~ *front/rear 59.3/59.9*

American Sedan

1. #5715 (CRB) Clean up spec lines
   In 9.1.6, correct spec line Notes to remove allowances that are now open as follows:

   In all Restricted Prep cars, delete "~~9.1.10.D,~~".

   In Chevrolet/Pontiac Camaro & Firebird (93-02), delete "~~P/S bracket may be modified or replaced to accomodate the P/S pump.~~"

   In Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86), delete "~~Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F).~~"

   In Ford Mustang Incl. Cobra thru 95 (94-98) and Ford Mustang Incl. Cobra (99-04), delete "~~Any 1994, and up, Mustang vacuum assisted braking system shall be used.~~"

   In Chevrolet/Pontiac Camaro & Firebird (82-92), clarify cooling allowance as follows: "Camaro only: To aid cooling, the center of the grill opening (license plate area)*, absorbing material, metal bumper in the resulting open area,* and bumper backing may be removed."

Showroom Stock
None.

Spec Miata
None.

Sports Racing
None.

Touring
T1

1. #5455 (Carl Fung) 2011 GCR mistake/misprint
   In 9.1.10, T1, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), in Brakes, correct "5% larger than ~~325/305~~;" to "5% larger than *340/330* ;"

T2

1. #5631 (CRB) Acura TL corrections

In 9.1.10, T2, Acura TL SH-AWD (2011-12), change model years to (2011-1*3*); in Notes, change ~~RF180180~~ to *RF200180* and change "The glass sunroof must be replaced with a~~n aluminum~~ *metal* panel; the panel must be ~~at least 0.20 inch thick~~ *the same thickness as the roof material*".

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Tyler Walsh vs. SOM COA Ref. No. 11-10-CN
July 14, 2011

FACTS IN BRIEF

One June 19, 2011, following Race 7 at the Road America June Sprints, Scott Rettich, driver of FE #17, protested Tyler Walsh, driver of FE# 03, for violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). Mr. Rettich alleged that during Lap 4 of the race, there was contact between his and Mr. Walsh's car at Turn 12 causing him to go off track with a broken

suspension and was unable to continue. The Stewards of the Meeting (SOM) Sarah Bonnier, Archie Bruce, Larry Dent and Fred Cummings, Chairman, conducted a hearing, upheld Mr. Rettich's protest, penalized Mr. Walsh one (1) lap finishing position, and assessed his competition license two (2) penalty points.

Mr. Walsh appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on June 7 and 14, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and in-car video from Tyler Walsh, received June 29, 2011.
2. Official Observers Report and related documents, received June 30, 2011.
3. Emails from Fred Cummings, received July 7, 2011.
4. In-car video from Scott Rettich, received July 11, 2011.

FINDINGS

Both the Walsh and Rettich videos clearly show Mr. Walsh to be the overtaking driver and as such, he was responsible for a safe execution of the pass. (GCR 6.11.1.D.) Mr. Walsh's video also shows that Mr. Walsh moved slightly to his left at the apex of Turn 12. Mr. Rettich's video shows that Mr. Rettich left racing room for Mr. Walsh on his right side. Mr. Walsh struck Mr. Rettich in the right rear wheel causing the incident.
The COA finds the penalty imposed to be within the authority granted to the SOM under GCR Section 5.12.1.A.and Section 7..and is appropriate based on the evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Walsh's appeal is deemed well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Bev Heilicher vs. Official Review Committee COA Ref. No. 11-12-CN
July 14, 2011

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On March 1, 2011, Mike Engelke, Central Division Executive Steward, notified Ms. Bev Heilicher by letter that he had removed her Steward's license, effective from the date of his letter, until December 31, 201. Mr. Engelke further informed Ms. Heilicher that as of December 31, 2011, she could request reinstatement of her license from any Division.

Following discussions between Ms. Heilicher, Mr. Engelke, Area 5 Director Bob Lybarger, and other SCCA officials, Mr. Engelke named and convened an Official Review Committee by means of authority granted him under 2011 SCCA General Competition Rules (GCR) Section 2.4. Mr. Engelke asked for decisions on the following questions:

Questions:
1. Does the Executive Steward have the authority to not renew, or suspend, a Steward's license?
2. Was Mike Engelke justified in the action he took early in March 2011 in suspending Ms. Heilicher's Steward License through December 31, 2011?

On June 23, 2011, the Official Review Committee consisting of Ken Patterson (Midwest Division Executive Steward), Gary Pitts (National Steward), and Tom Brown, Chairman, (Southwest Division Executive Steward) rendered the following:

Question (Point) 1: Based on the reference above, and the precedent set with the (*name redacted*) action, our conclusion to Point 1 is that the Executive Steward can, when the steward's actions warrant, suspend or not renew a Steward's license, and has the obligation to do so when the best interest of the Club may be compromised by the actions of a steward.
Question (Point) 2: It is the opinion of the Court (Official Review Committee) that Mr. Engelke is justified in this action.

Per 2011 SCCA GCR 2.4., Ms. Heilicher appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met by conference call on July 7 and July 14, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Bev Heilicher received July 5, 2011.
2. Official Review Committee Report and Ruling received June 23, 2011.
3. Documentation assembled by the Official Review Committee received, 2011.
4. Ms. Heilicher's official electronic Membership and Licensing Information file provided to the COA by SCCA's Member and Region Services showing Ms. Heilicher's National Steward's License was renewed on November 10, 2010 for a one year period.
5. Email statement from David Nokes, Chairman of the Stewards, received July 13, 2-11.

FINDINGS

This appeal was brought to the COA under the authority of 2011 SCCA GCR 2.4. The COA will confine its decision to determining if the decision by the Official Review Committee was in compliance with the GCR.

Ms. Heilicher cited four issues in her appeal:

1. The process was not well defined and not timely.
2. The reason for the review was ambiguous.
3. The penalty rendered by Mr. Engelke and affirmed by the Review Committee was ambiguous.
4. All three members of the Committee have potential conflicts of interest as defined and prohibited by 2011 SCCA GCR 2.2.4.A. and C.

Findings for each stated issue:

1. GCR 2.4. states the actions expected to be executed by the Official Review Committee and their authorities. The COA finds no issue with Mr. Engelke naming and convening an Official Review Committee.
2. GCR 2.4. states the Executive Steward may name and convene a committee to review an individual's conduct, car legality, competition record, and/or other matters. Mr. Engelke did not charge the Committee with reviewing Mr. Heilicher's conduct, but sought their approval of his conduct. The Court determined that this is a strained interpretation and misapplication of GCR 2.4.
3. The penalty imposed by Mr. Engelke in and of itself is not ambiguous, but it violates GCR 2.4. (Executive Steward's Driver or Official Review), GCR 2.5. (CRB's Official Review), and GCR 2.6. (Official's Downgrade or Loss of License).
    a. Ms. Heilicher's official electronic membership and license information record clearly states she was a member in good standing and her Steward's license was renewed for a one year period on November 10, 2010.
    b. GCR 2.6.2. references and authorizes the withholding of renewal approval. It is silent on who has the authority, but the COA will rest with the common understanding that the Divisional Executive Steward can exercise this authority over steward licenses. Mr. Engelke stated to the Official Review Committee that he had decided not to renew Ms. Heilicher's license, but his testimony is ambiguous as to when he reached that decision. The COA notes he did not take timely action to stop the renewal. It is unclear from his testimony why he did not act sooner. However, the Court has determined the rule as worded requires that action to deny renewal must be taken before renewal occurs. Action taken four months after a valid renewal constitutes a suspension or revocation, and construing it as a "denial of renewal" is a strained interpretation of GCR 2.6.2.
    c. The GCR does not extend suspension authority to the Executive Steward. GCR 2.4. And 2.5. restricts suspension authority to an Official Review Committee and/or the Club Racing Board (CRB). In his letter to Ms. Heilicher, Mr. Engelke clearly stated he had "removed" her license. Removal is tantamount to suspension and/or revocation. His testimony and testimony by one other official that Ms. Heilicher was allowed to keep her license until they decided what action to take does not empower him to retroactively withhold approval. All officials holding authority to deny renewal are asked to fully review all relevant GCR Sections and to understand that failure to take timely action (that is, before the license is renewed) is not an acceptable excuse to retroactively remove a license.
    d. Officials are also reminded that "licenses, including those for officials," are renewed for a one year period and that period may not coincide with the racing year (GCR 4.3.3.).
4. GCR 2.2.4. (Officials Conflict of Interest) does not specifically address an Official Review Committee, but the COA is of the opinion that GCR 2.2.4.C. is applicable.
    a. In reviewing the documentation assembled by the Review Committee, the COA finds credible grounds to agree with Ms. Heilicher that at least two members of the Committee should not have participated. Mr. Engelke cited insubordination as a major reason for removing her license. According to Mr. Engelke, the insubordinate act occurred during a conversation he had with Ms. Heilicher at the 2010 Runoffs. The COA notes that one of the

Committee members appointed by Mr. Engelke was also an observer for him during the Runoffs conversation. Via an email dated May 18, 2011, that Committee member confirmed to the other two members that he did witness the conversation. Via email dated June 16, 2011, this same member provided first person testimony on his observations from the Runoffs meeting. Being both a witness for Mr. Engelke and an Official Review Committee decision maker is not acceptable under GCR 2.2.4.

b. On June 2, 2011, Mr. Engelke sent a detailed email covering his actions, reasons, and justifications to various Executive Stewards, including the two he appointed to the Committee. He was seeking their guidance, support, and input. Mr. Engelke's action in sharing his actions and desires prior to naming a Committee has the appearance of improperly influencing the Committee's decision.

c. The COA has great respect for both Executive Stewards serving on this Committee and knows they would not willfully breach the GCR. Also, from an exhaustive review of the documentation the COA notes the Committee used great effort to try and provide a fair and impartial review for Ms. Heilicher. However, the actions cited are sufficient to establish that the Official Review Committee was not in compliance with GCR 2.2.4.

Under 2011 SCCA GCR 2.4., Mr. Engelke retains the authority to name and convene a newly constituted Official Review Committee to review and rule on Ms. Heilicher's conduct. If he chooses to take this action, the COA respectfully suggests that he carefully select the Committee members to ensure there is no real or perceived conflict of interest.

DECISON

The Court of Appeals overturns the decision of the Official Review Committee and Mr. Engelke's action to remove Ms. Heilicher's National Steward's license for the following reasons:

- The 2011 SCCA GCR does not give the Divisional Executive Steward the authority to suspend or revoke a license.
- The Executive Steward's act of naming a committee to rule on his decision is not in compliance with 2011 SCCA GCR 2.4.
- The Official Review Committee was not in compliance with 2011 SCCA GCR Section 2.2.4.

Ms. Heilicher's National Steward's License shall remain in effect. Ms. Heilicher's appeal is well founded and her appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Edward Zabinski vs. SOM COA Ref. No. 11-13-NP
July 21, 2011

FACTS IN BRIEF

During post-race Impound at the July 2, 2011 Oregon Region Portland Double National, the Chief Scrutineer, Rick Bahr, filed an Official Report stating that Spec Miata #26, driven by Ed Zabinski, was non-compliant with regard to the master switch; when the switch is opened the motor does not shut off but continues to run.

Chief Steward Don Smethers filed a Chief Steward's Action (CSA) disqualifying car #26 citing the master switch was not compliant per GCR 9.3.34. (Master Switch). Mr. Zabinski protested the action of the Chief Steward stating that when the switch is off, no circuits are hot, and the GCR does not provide a method for testing. Mr. Zabinski also stated that his protest would not be fairly addressed as the SOM were not impartial.

The Stewards of the Meeting (SOM), Gary Van Horn, Gail Fetterman and Gary Meeker, Chairman, conducted a hearing and disallowed the protest. They assigned no points to Mr. Zabinski's license and returned his protest fee. Mr. Zabinski was able to rewire the car and bring it into compliance for Sunday's race. However, he is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jack Marr and Michael West, Chairman, met on July 14, 2011 and July 21, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Ed Zabinski, received July 11, 2011.
2. Official Observers Report and related documents, received July 12, 2011.
3. Email from Don Smethers, Chief Steward, received July 19, 2011.

FINDINGS

Mr. Zabinski is appealing citing the following points:

1. SM #26 had an annual tech and meets the standard outlined in GCR 9.3.34.
2. The Chief of Tech, SOM and Chief Steward applied an unfair standard for testing and refused to test again using another method. Common practice and local customs cannot be imposed by individual officials when those customs and practices exceed the GCR requirements. That is why there are National rules.
3. The master switch wiring in SM #26, while uncommon, is as safe as or even safer than the letter of the rule requires.
4. This very same car would have been legal to run in the very same National group with no master switch at all if the letters on the rocker were SSB rather than SM. If this was so serious a safety issue as to warrant a DQ rather than a logbook note and further discussion, then no cars would be allowed on track without any master switch at all.

The COA finds that the annual tech has no bearing on the post-race inspection. The post-race inspection test did prove that the alternator/ignition circuit was still energized with the master switch off. That is, the engine continued to run until the fuel in the supply lines was exhausted. The GCR is specific in stating that the master switch "shall cut all electrical circuits". The safety of the method used to wire SM #26's master switch and the fact it is not an SSB are not questions for this Court, but for the Club Racing Board (CRB). The penalty issued by the Chief Steward is within his authority as granted by the 2011 GCR Section 5.12.2.C.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Zabinski's appeal is deemed not well-founded and his appeal fee shall be retained by SCCA.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jeff Henderson vs. SOM COA Ref. No. 11-14-NE

August 4, 2011

FACTS IN BRIEF

At the John Stim Regional held at Lime Rock Park on July 2, 2011, Chief Steward Tom Campbell filed a Request for Action (RFA) to investigate if Jeff Henderson, car #23, jumped the start of the Group 6 (ITR, ITS, ITB) race. General Competition Rules (GCR) reference 6.5.1.J.3. was cited: "A car that improves its position relative to the field during the pace lap by moving forward, moving out of line, or passing before the green flag is displayed may be penalized for a false start".

The Stewards of the Meeting (SOM), John Deonarine, Johannes Krauss, Butch O'Connor, Jim Poor, and Kathy Barnes, Chairman, conducted a hearing, reviewed videos and heard witnesses. The SOM determined that Mr. Henderson had improved his position relative to other cars prior to the green flag by moving to his left when the pol**e** position car moved right. Mr. Henderson was penalized 2 finishing positions overall which automatically added 2 penalty points to his competition license.

Mr. Henderson is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on August 4, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and video from Jeff Henderson, received July 11, 2011.
2. Official Observer's Report and related documents, received July 18, 2011.
3. Email from Kathy Barnes, Chairman SOM, received July 25, 2011.
4. Email from Peter Watson, Chief Starter, received July 22, 2011.
5. Email and video from Peter Roberts, Start Judge, dated July 22, 2011.
6. Email from Jack Hanifan, Tower Chief, received July 28, 2011.
7. Video from Nat Wentworth, Competitor, received August 3, 2011.
8. You Tube video from Steve Ulfelder, Competitor, received July 20, 2011.
9. You Tube video from Robert Theile, Competitor, received July 20, 2011.
10. Email from Adam White, SCCA Member and Director of the Lime Rock Park Store, received July 5, 2011.

FINDINGS

In his appeal, Mr. Henderson states he did not move aggressively to the left and he did not gain any positions prior to the green flag. He states the Chief Starter and Start Judge were looking at the wrong car. Mr. Henderson said he thought that following the pole position car and starting within two feet from the grass was unsafe so he decided to stay with the field (normal spacing to his left) until the green flag was waved.

The videos show Mr. Henderson's car in the correct grid position (third) and his car was the car in question. Mr. Henderson did not follow the pol**e** position car (was not directly behind it) and was not in line with the car immediately behind him. He was out of line at the start and in violation of GCR 6.5.1.J.3.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Henderson's appeal is deemed well founded and his appeal fee, less the amount retained by SCCA, will be returned.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC MINUTES | Aug. 10, 2011

The Time Trials Administrative Council met by teleconference on August 10, 2011. Participating were Matt Rowe, Co-Chairman, Tony Machi, Co-Chairman, Josh Hadler, Dave Deborde, Kent Carter, Chuck Deprow, Bob Horansky, Bob Lybarger, Phil Creighton, and Joe Oliveira. Also participating was Deanna Flanagan, SCCA Club Racing Manager.

- Feedback from the CRB has led the TTAC to add more concrete language to the Club Racing School credit proposal for Time Trial driving experience. The following addition to the GCR will be proposed to the CRB as an addition to the existing proposal:
  "Appendix C
  2.7.E
  5. The Chief Steward of an SCCA Drivers School or the Novice Permit holder's Divisional Licensing Chairman may waive all or part of the Drivers School requirements for SCCA Time Trials drivers with prior experience documented through a Time Trials Participation Log."
- The head and neck restraint Technical Bulletin published in the July Fastrack was discussed. The TTAC is satisfied with the clarity of this Technical Bulletin and will not be proposing any changes or additions to the TTR to further address head and neck restraints.

- An inquiry regarding minor as passengers during PDX events was discussed. The TTAC is in favor of allowing, with some limitations, minors as passengers at PDX events provided adherence to all of the existing TTR criteria for passengers. Currently, SOLO allows minors age 12 and older as passengers, and Club Racing allows those as young as 15 to obtain a competition license. The TTAC believes that a formal proposal should be researched and submitted regarding this topic. MOTION: To task the TTSC to formulate a proposal regarding minors as passengers in PDX events. Machi/Oliveira. PASSED, Unanimous.

- Time Trial competition license approvals were discussed. The main topic was the possibility for an allowance in the TTR that allows for additional approvers of Time Trial Competition Licenses in each Division. MOTION: To submit the following changes/additions to the TTR to the BOD for approval:
  "7.4.2. APPLICANTS WITH PRIOR RACING EXPERIENCE
  The TT Divisional Program Manager **or authorized designee appointed by the TT Divisional Program Manager** may waive all or part of the requirements for drivers with prior racing experience. Participants with a Regional Competition license, its equivalent, or higher, may use that license and do not need to obtain a Time Trials license. A valid Rally America license may be used in place of a TT Novice License; these drivers will retain novice status until obtaining a TT Competition License. All participants in Track Trials (Level 3) or Hillclimb (Level 4) events must have a current SCCA membership.
  7.5.3. APPLICANTS WITH PRIOR DOCUMENTED EXPERIENCE
  Participation requirements for issuance or renewal of a TT Competition License may be waived in total or in part only by the TT Divisional Program Manager, SCCA Club Racing Manager, **or authorized designee appointed by the TT Divisional Program Manager**." Oliveira/Machi. PASSED, Unanimous.
- Procedures surrounding the driving of PDX student vehicles by their SCCA supplied instructors were discussed. In cases where an instructor is allowed by the PDX student to drive their vehicle, that vehicle is not considered an official event vehicle and is therefore not covered by SCCA insurance.

SOLO MEMORANDUM

Overview of Proposed Changes to National/Divisional Program

I have been asked by the SEB to provide the Solo Community with some background and context for the proposed rule changes regarding Divisional events, for while the number of changes is relatively small, they represent some fundamental changes to the Solo program. These changes are motivated by the following factors: the desire to support the current SCCA slogan of "Make it Easy, Make it Fun", a stagnant Divisional Solo program, a saturated Solo calendar, the current economic realities, and declining Regional Solo attendance.

For the last several years the SEB and the National Office have been working with the Divisional Solo Events Stewards (DSES) to expand and grow the Divisional Solo program as part of the overall National Solo program. A number of strategies and tactics have been employed (financial, promotional, operational), but when all was said and done, the outcome had not changed very much, if at all, with relation to turnout or member interest. In some cases, Divisions were only holding a Divisional Championship event in order for a relatively small number of entrants to meet the requirements of Section 4.2.C.2 without having to pay the waiver fee, even though the waiver fee would have been far cheaper to the participants than all the expenses associated with running this Divisional event. Additionally, these events were not particularly successful for the hosting Region and added to an already crowded calendar.

This rule (4.2.C.2) pre-dates all but a few of us in the sport today and upon review, it was determined that it no longer served the purpose it was originally designed to address. Over the years in an effort to give the DSES's the flexibility and tools needed to address their varying situations of geography, traditions, and organizational structure, the requirements for Divisional events were relaxed. As a result, the concept of Divisional events serving as a training event for novices planning to attend "Nationals" was diminished due to the wide ranging nature of the events in recent years. Additionally, the "training" for Nationals seems less necessary now due to improved communications between competitors and the resulting unofficial mentoring by the seasoned competitors. This reality caused all of us to question whether the rule was now merely serving as an unneeded bureaucratic hurdle and not in keeping with the slogan referenced above. The SEB believes that this is true and the rule is proposed to be dropped.

After addressing this basic topic, we returned to the issue of Divisional Solo events and whether they made the best use of the limited number of slots on the Solo calendar and serviced the Solo Community in the best manner. With Regional Solo attendance waning, it was decided that encouraging Inter-Regional Solo events would be the best course of action to build interest and enthusiasm by showcasing existing Region events without putting strain on a crowded Solo calendar. Some current examples of these kinds of programs would be the Great Lakes Solo Series, the Midwest Solo Series, and the Rocky Mountain Solo Series. Each of these programs are planned, administered, and reviewed through a cooperative effort of interested Regions. Such cooperative efforts could even extend across Division boundaries, if that was the desire of the interested Regions. The SCCA National Office will be investigating various ways that might be employed to encourage and support the formation of new Inter-Regional programs.

Therefore, the rules proposed in the SEB minutes will drop the requirement of a Division based program from the duties of the DSS. The DSS will continue to serve as a resource for Regions in their divisions in a variety of ways, but their role will be under review during 2012 for possible organizational changes in the future.

One brief side note on the topic of calendar saturation; as we develop the 2012 National Solo schedule we will be putting more priority on being sure that we are not inadvertently adding to scheduling challenges in a particular area by loading up too many events in too short a period of time. In fact, we expect that our overall number of events will not grow and we may even decrease the number by a small amount.

I hope this brief overview has been helpful in understanding the thought process behind the rules proposals elsewhere herein.

Howard Duncan, SCCA VP of Rally/Solo

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | July 27, 2011

The Solo Events Board met by conference call July 27th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, Nancy Downing, Ryan Miles, and Brian Harmer of the National Staff; Solo Nationals co-chair Eric Clements; BOD members John Walsh and Bill Kephart. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

SAFETY

- The following rule change proposal is submitted for member comment:
- Add in Section 3.1, under "Rollover Potential Guidelines
- "As an alternative to SSF, the U.S. Department of Transportation's Rollover Rating (per www.safercar.gov) may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable." (4576)
- Effective immediately, add the following sentence to the end of Appendix H, Sec. A:

  "Every Solo event which has FJ drivers must have a licensed Youth Steward on the site and on duty at all times when FJ is competing." (ref #5368)

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- Compliance checks for Impound were discussed in further detail, particularly as regards checking OBDII and other ECU and emissions-related parameters.

GENERAL

- Nominations are requested for the Divisional of the Year award. This award is listed in Appendix V of the Solo Rules.
- The SEB has decided to table the pending proposed changes to Section 4.9, and will be continuing to refine a proposal with a target implementation date of 1/1/2013. This does not affect the separate proposal to modify Section 11, as published in the June Fastrack.
- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- Regions are reminded that they are permitted to use different classing structures at Regional events. It is recommended that Regions permit cars meeting the Formula Hybrid specifications (http://www.formula-hybrid.org/rules.php) to run in the same class as FSAE cars (Solo Rules Section 18.5). (4987)
- A proposal is currently being evaluated which would provide an indexed Street Tire class for vehicles legal for the Stock category, at National Tour events in 2012. Member comments regarding such a proposal should be directed to Howard Duncan (hduncan@scca.com). (3327, 4656)
- The SEB has reviewed the following items, and thank these members for their input:
  - 4.9 comments (5039, 5055, 5087, 5156, 5257, 5278, 5279, 5280, 5346, 5396, 5485)

DIVISIONAL PROGRAMS

- The SEB, pursuant to the topics covered in Howard Duncan's memo elsewhere herein, is providing the following package of rules change proposals for member comment.
  - Delete Sections I.2.B thru G which outline Divisional Solo Stewards responsibilities.
  - Add a new section to I.2:

    "*Administer Solo events between regions (Inter-Regional events). Inter-Regional events may include regions in different Divisions. Inter-Regional events will be conducted using the mandatory rules listed in Section 1.1*."
  - Delete the following--

    "4.2.C.2. Eligibility to enter the Solo National Championship is limited to persons having competed in either a Divisional Solo or a Solo National Tour event in the previous twelve months, current National Solo Champions, or event officials as listed in Section 5 of either a Divisional Solo or a Solo National Tour event conducted in the previous twelve months. A waiver of these eligibility requirements may be granted, upon showing of reasonable cause, by the SEB. All requests for waivers must be received in writing by the Solo Department by the date specified in the Supplementary Regulations and accompanied by a check or money order in an amount which is twice the current National Tour event entry fee, payable to SCCA. The fee will be held by the National Office and earmarked for Divisional Solo program use."
  - Delete references to Divisional Solo events in the following sections:

    I.1.4, I.6.2.F, 1.1, 1.3.2.D.4, 1.5.H, 3.1, 3.7.H, 4.1.B, 4.8.A, 5.1, 5.1.A, 5.3.C, 6.1, 6.8.D, 6.9, 7.7, 7.8, 7.10, 8.2.1, 8.4, 13, Appendix A pg. 159, Triad Award pg. 343
  - Delete the first sentence in 1.4.3 and Appendix E IV,
  - Delete 1.4.2, 7.2.2, 4.2.B
  - Rewrite 1.2.8 as follows:

    1.2.8 *Inter-Regional Solo Event*

    An Inter-Regional Solo Event is primarily planned and administered by a DSS using the broad policy guidelines of the SEB with assistance from the SCCA Solo Department.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Camber Allowances comments (4899, 4961, 4991, 5012, 5024, 5045, 5069, 5070)
  - Street Tire comments (4832, 4953, 5219, 5300, 5339)

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Prelude move to FSP (4388)
  - Transmission mount proposal (4764)
  - RalliArt classing (4765)
  - SVT Focus FSP proposal (4766)
  - Mazda 323, Protégé, MX-3 (4767)

STREET MODIFIED

- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Solid axle comments (5263)
  - SMF weights (5333, 5411)

PREPARED

- Per the PAC, the following package of rules changes for Limited Prep vehicles is submitted for member comment, effective 1/1/2012. These changes are intended to be implemented in conjunction with the clarifications and subsection relocations shown below.
  - Remove "The driver's normal seated position may not be relocated." from Section 17.2.I (Appendix A, GP, Limited-Preparation, 2.E.4 of the 2011 rulebook).
  - Remove "The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical)." From Section 17.10.B.8 (Appendix A, GP, Limited-Preparation, 1.B.4 of the 2011 rulebook).
  - Remove "Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment." from Section 17.8.B.12 (Appendix A, GP, Limited-Preparation, 2.C.3 of the 2011 rulebook).
  - Remove "Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains." From Section 17.8.C.4 12 (Appendix A, GP, Limited-Preparation, 2.E.2 of the 2011 rulebook).
  - Add to the Limited Prep section of 17.8.B "*Camber & caster may be adjusted by shims or modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1 inch of the original location*. **"**
- Per the PAC, the following package of clarifications/relocations is intended to take effect as Tech Bulletins, if the above package of rule changes is approved. The Limited Prep allowances in GP are being integrated into Section 17. This integration serves two purposes. First, it makes the Limited Prep rules easier to read, and second, it will allow for the expansion of the Limited Prep concept into other classes within the Prepared category in the future. These changes are as follows:
  - Replace Appendix A, GP Limited-Preparation Vehicles preamble and sections 1 through 3 with:

    "This list of vehicles and the allowances below was developed from limited preparation (Level 2) vehicles listed in the GCR under G Production and H Production. The goal is make these cars less expensive and easier to prepare, but allow them to be fully competitive with the cars currently in G Prepared.

    The following vehicles are classed in GP with the Limited Prep Allowances per Section 17, and the specifications listed below.

    Permitted optional carburetors for single carburetor cars are:

    a. Weber 32 DGV/DGAV/DGEV

    b. Weber 32/36 DGV/DGAV/DGEV

    c. Weber 32/36 DFV/DFAV/DFEV

    d. Weber 34 DAT/DATR/DATRA/DMTR

    e. Holley-Weber 5200"

- Replace Section 17.2.I with:

  "I. The driver seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin. Driver's seat must remain on the stock side of the car and may not cross the centerline of the car.

  Full Prep Vehicles:

  1. The seat may be relocated fore/aft by up to 12 inches based on the centerline of the original front and rear mounting points. Rear bulkhead of the driver/passenger compartment may not be removed to relocate seat and driver's seat may not extend rearward past the bulkhead.

  Limited Prep Vehicles:

  2. The driver's normal seated position may not be relocated."

- Replace Section 17.5 with:

  "17.5 SHOCK ABSORBERS & SPRINGS

  A. Bump stop rubbers and bracketry may be removed or replaced with others of unrestricted origin.

  B. Electrically controlled active shocks are prohibited.

  Full Prep Vehicles:

  C. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.

  D. Alternately, all cars may fit "coil over" type springs with tubular, load bearing shock absorbers or struts. The shock absorber or MacPherson/Chapman strut shall be installed inside the spring. Such items shall not exceed one shock/strut per wheel. When load bearing shocks are used, the original springs may be removed.

  E. Any shock absorbers may be used. The total number of shock absorbers installed shall not exceed the number originally installed by the manufacturer.

  F. Attachment points for the shock absorbers may be changed. There shall be a metal panel, covering, or bulkhead separating non-stock rear attachment points from the driver.

  G. Lever shock absorbers may be modified or entirely eliminated. When lever shocks are replaced with tubular shocks, the entire shock assembly may be removed and replaced with a control link and bracket that approximates the control function of the original lever shock.

  Limited Prep Vehicles:

  H. Any springs or torsion bars can be used, provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted, provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.

  I. Shock absorbers and struts are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock."

- Replace Section 17.6 with:

  "17.6 BRAKES

  Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

  A. Brake rotors/drums shall be located in the original position (i.e. inboard vs. outboard).

  B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

  C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, control & proportioning valves, computers, and master cylinders are considered part of the ABS system and may be not altered nor relocated.

Limited Prep Vehicles:

D. Stock calipers must be retained. Alternate discs and drums must be the stock diameter, width and design. Brake rotors shall not be cross drilled or slotted unless fitted as stock.

E. Cars fitted with rear drum brakes can convert to rear disc brakes. When converting from rear drum brakes to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotor."

- Replace Section 17.7.A with:

"17.7 ANTI-ROLL (SWAY) BARS

A. Anti-Roll Bars

1. Any anti roll bar, camber compensating device, panhard rod, watts linkage, and/or other suspension stabilizer is permitted. Attachment points of such components are unrestricted. Components may pass through body panels, chassis panels, and frame members.

Full Prep Vehicles:

2. Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

Limited Prep Vehicles:

3. Components and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock."

- Replace Section 17.8.B with:

"B. Suspension Control

1. Original suspension control arms may be reinforced, modified, or replaced with components of unrestricted origin.

2. The manufacturer's original basic type of rear suspension (e.g. independent, live axle, swing axle, MacPherson strut, A-arm, etc.) shall be retained, unless otherwise stated in Appendix A.

3. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.

4. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than +/- 1 inch.

5. The minimum track for all prepared cars is the OE track dimension. (Note: this minimum applies to cars utilizing Section 17.11.A to compete in Prepared.)

Full Prep Vehicles:

6. Suspension pick up points on the chassis or structure may be relocated. If such points are relocated, there shall be a metal panel, covering, or bulkhead separating the driver from the suspension components.

7. Vehicles originally equipped with MacPherson strut front suspension may convert to double A-arm. All other vehicles must retain the manufacturer's system of front suspension. A-arm front suspension shall have the shocks attached outboard of the inner pickup point on the upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited, unless otherwise stated in Appendix A.

8. Rocker arms and push-pull rods may be used to augment the rear suspension members.

Limited Prep Vehicles:

9. Suspension pick up points on the chassis or subframe structure may be reinforced but may not be relocated. Allowed alternate bearings/bushings must contain the pivot point within the space occupied by the original bushing.

10. Vehicles equipped with MacPherson struts may slot the mounting holes or add additional adjustment plates provided that the center hole is not enlarged or relocated. The strut shaft must pass through the center hole. Mounting of adjustment plates is unrestricted.

11. All forms of suspension can adjust camber and caster by the use of shims.

12. Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment."

- Replace Section 17.8.C with:

"C. Steering

1. For model years 1983 and later, a steering column, if modified, shall be a collapsible-type, either by layout design or by column construction. A collapsible type column is one which has a layout and design and/or column structure exhibiting impact and energy-absorbing characteristics, as exemplified by those found in modern factory-original steering systems. A steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is in compliance with this requirement.

2. Any steering wheel and wheel quick release mechanism may be used. Steering wheel rake and steering column length may be altered. Steering 'quickeners' may be added to the steering column."

Full Prep Vehicles:

3. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power steering components may be added, removed or modified. The steering system may be relocated or changed.

Limited Prep Vehicles:

4. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power steering components may be added, removed or modified. Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains."

- Modify Section 17.10.A.1 to read:

"A. Component Modification

1. Where allowed, original and alternate components of the engine may be lightened, balanced, and modified by any mechanical or chemical means, provided that it is always possible to identify required components as original. Such means include, but are not limited to, shot peening, glass beading, heat treatment or hardening, plating, and milling or otherwise tooling."

Comment: The addition of the 'Where allowed' facilitates the limiting of head porting for Limited Prep vehicles in Section 17.10.G.

- Replace Section 17.10.B and D with:

"B. Induction System

1. Any air filter(s), velocity stack(s) and or air box(es) may be fitted. Air may be ducted to the carburetor or fuel injection provided that the ducting is contained within the engine compartment and that the air to be ducted is supplied through normal or specifically authorized openings in the bodywork. Headlight, front parking light, front signal light, and similar standard openings in the front of the car may be used for ducting air to the engine, and ducts may pass through interior panels for this purpose. "Standard openings in the front of the car" includes ventilation system intake grilles.

2. Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure. Any throttle pedal may be used.

3. All inducted air, with the exception of idle air, shall pass through the throttle venturi(s).

Full Prep Vehicles:

4. Unless specifically listed in Appendix A, carburetors and fuel injection systems are unrestricted

5. Intake manifolds are unrestricted except that no portion of any intake manifold may extend into the intake ports of the cylinder head or rotary engine end plate.

Limited Prep Vehicles:

6. All inducted air must pass through the venturi(s) of the carburetor(s) or throttle body and be subject to control by the throttle butterfly. All single-carbureted cars may fit a permitted optional carburetor per Appendix A. The stock or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.

7. Stock or permitted alternate carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate

the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25 inches. For the purpose of these rules an isolator is a spacer.

8. Fuel Injection: The stock throttle body must be retained and may not be modified. The number of injectors must remain stock. The mounting position and injection point must be stock. The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical). In all other respects the fuel injection system is unrestricted.
9. The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified."

- Replace Section 17.10.G with:

"G. Cylinder Head

1. The original or a specified alternate cylinder head shall be used.
2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).

Full Prep Vehicles:

3. Cylinder heads may be modified per 17.10.A.1.
4. Any valve guides and valve seats may be used.

Limited Prep Vehicles:

5. Cylinder heads may be ported within 1" of the manifold mounting surface.
6. Fuel injection ports may be plugged if carburetors are utilized.
7. Machining is allowed to accommodate the installation of O-rings to replace or supplement a cylinder head gasket.
8. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.
9. Valve guide material is unrestricted, but must have stock external dimensions."

- Replace Section 17.10.H with:

"H. Camshaft and Valve Gear

1. A timing chain/belt tensioner may be added to those engines not originally so equipped, provided that it acts upon that portion of the chain/belt that travels from the crank drive to the first cam sprocket/gear. The timing chain cover may be modified to facilitate its use. Adjustable cam timing sprockets are permitted.
2. Any metal valves may be used. Valve springs, valve retainers, keepers, seals, and adjusting shims are unrestricted.
3. Pushrods are unrestricted except they must be made of metal.
4. Any cam followers may be used.
5. Any valve covers may be used.

Full Prep Vehicles:

6. Cam timing chains, gears, belts, sprockets, and associated covers are unrestricted.
7. Any camshaft(s) may be used.
8. Valve sizes are unrestricted.
9. Valve rocker arms, shafts and attendant assemblies (such as rocker stud girdles) are unrestricted.

Limited Prep Vehicles:

10. Camshaft timing chains, gears, belts, and sprockets are unrestricted provided that they are of the same type, and outside diameter as fitted stock.
11. Camshafts are unrestricted except for lift limits described in Appendix A. Where maximum valve lift is

specified, valve lift is measured at the valve with zero lash or clearance.

12. Valve sizes are to remain as stock unless specifically allowed in Appendix A.

13. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, cam followers, rocker ratios and rocker/follower ratios must be stock."

- Replace Section 17.10.J with:

"J. Pistons and Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons shall be constructed of metal.

Full Prep Vehicles:

2. Alternate connecting rods made of ferrous material are permitted.

Limited Prep Vehicles:

3. Stock connecting rods are required, but can be lightened and balanced.

4. Connecting rod bolts and nuts are unrestricted."

- Replace Section 17.10.K with:

"K. Crank and Flywheel

1. The original direction of crankshaft rotation and firing order shall be maintained.

2. The use of any external crankshaft vibration dampener is permitted.

3. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.

Full Prep Vehicles:

4. The crankshaft may be replaced with another of the same basic material, provided the angles of the crank throws remain the same. No change in stroke is permitted unless authorized in Appendix A.

5. Any clutch is permitted.

6. Any steel or aluminum flywheel is permitted.

Limited Prep Vehicles:

7. Stock crankshafts are required. The Crankshaft can be lightened and balanced. Journal diameters can be a maximum undersize of 0.045" from stock diameter.

8. Any flywheel of stock diameter or larger can be used, provided it attaches to the standard or permitted alternate crankshaft at the stock location. Additional fasteners can be used. The diameter of the flywheel includes the diameter of the starter ring. Cars that are permitted a specific alternate transmission on the specification line can use a flywheel of stock diameter or larger for that alternate transmission.

9. Clutch assemblies, clutch linkage and release bearings are unrestricted. Carbon clutch components are prohibited."

- Replace Section 17.10.L with:

"L. Oiling System

1. The use of any oil pan/sump, scrapers, baffles, windage trays, oil pickup(s), pressure accumulator/"Accusump" and oil filter(s) is permitted. Filter and accumulator location is unrestricted, but they shall be securely mounted within the bodywork.

2. The installation of any type of vent or breather on the engine is permitted. Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.

Full Prep Vehicles:

3. Any engine driven oil pump may be used, including a dry sump system. The dry sump tank shall be mounted within the bodywork. If said tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or

leakage.

Limited Prep Vehicles:

4. Any engine driven oil pump can be used. Chassis components can be modified to allow installation of the oil pump. Dry sump systems are prohibited."

- Replace Section 17.10.Q with:

"Q. Transmission

1. The stock transmission without modification may be used.

2. Any mechanical shift linkage or mechanism for changing gears may be used, including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of an alternate shift linkage.

Full Prep Vehicles:

3. If a modified stock transmission, or a transmission from another source is used:

a. Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.

b. Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.

c. Pneumatic, hydraulic, or electronically-controlled shifting is not allowed for manual transmissions, except for electronically-controlled overdrive manual transmissions in cars which were originally equipped with them.

d. Gear ratios may be modified.

e. A functional reverse gear is not required.

f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.

Limited Prep Vehicles:

4. All transmissions must have a reverse gear that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver-operated device for locking out the reverse gear can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.

5. There is no weight penalty for the use of a stock transmission utilizing stock case, gear ratios and synchromesh style gear engagement. An alternate transmission that uses stock type, circular, beveled synchronizers, imposes a 2.5% weight penalty. An alternate transmission that uses a gear engagement mechanism different than stock type, circular, beveled synchronizers imposes a 5% weight penalty."

- Replace Section 17.10.R with:

"R. Final Drive

1. Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. All non-stock driveshafts must be made of metal.

2. Any gear ratio, limited slip or locked differential is permitted. Final drive units which permit ratio changes while the car is in motion are prohibited.

3. Any drive axle shafts, bearings, bearing carriers, hubs, and universal/ CV joints may be used.

4. "Loops" may be installed to prevent the driveshaft from contacting the ground in the event of shaft and/or U-joint failure.

Full Prep Vehicles:

5. Any axle tube or final drive housing is permitted.

Limited Prep Vehicles:

6. Substitution of the differential housing is only permitted on front engine/front drive or rear engine/rear drive cars through the use of an alternate transaxle."

- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:
  - Turbo restrictor comments (4734, 4761, 4769, 4812, 4879, 5270, 5274)

MODIFIED

- The MAC is reviewing the specifications of Formula Hybrid cars, which are based on FSAE cars, in order to determine the desirability and feasibility of a change proposal to permit FH cars to run with FSAE. (4987)
- The following items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input:
  - Legends Cars comments (4753)
  - B Modified Aero comments (4747, 5091)

NOT RECOMMENDED

- General, stalled car at start (5359) The EOC does not believe a rule change is necessary for this situation.
- Stock, Roush Mustang classification (4839). This package is not considered to meet the requirements of 13.0.
- Stock, aftermarket clutches (5431). The requested allowance is not believed to be consistent with category philosophy.
- SM, wiring allowances (4672). These changes are believed to be beyond the intent of the category.
- SM, heater core removal (4673). This allowance is not believed to be consistent with category philosophy.
- SM, bumper beam replacement (4922). The Street Modified rules already permit fitment changes.
- SM, subframe allowances (4999). The SMAC is not in favor of this change, which would allow suspension pickup points to be altered.

TECH BULLETINS

1. Stock: Per the SAC, the provisions of 13.9.A do not allow for modifications to the existing factory wiring harness or the addition of brackets for mounting alternate coils. (5420)
2. Stock: Per the SAC, the listing in Appendix A for the Mini Cooper S JCW refers to the John Cooper Works Edition of the Mini Cooper S as offered for sale by Mini USA and is considered a separate trim level. Option package conversions must be complete as defined in Section 13. Port Installed Options meeting the provisions of Section 12.4 are authorized. Section 13.5.A allows for alternate shock absorbers regardless of trim level. (5191, 5196)
3. Modified: Per the MAC, the first sentence of 18.1.B.1 is clarified to read as follows: “Respecting 18.1.F Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model.” (4376)
4. Modified: Per the MAC, the following is added to 18.1.A.2: “c) A clone shall not benefit from kit car manufacturer ‘running changes’ unless those changes have also been submitted and approved.” (4376)
5. Modified: Per the MAC, an electric vehicle which meets the requirements of Section 12.1, Section 18.4, the minimum weight of the A Modified class, and all applicable safety requirements is considered eligible and legal for A Modified. (4666)
6. Modified: Regions are reminded that they are permitted to use different classing structures at Regional events. It is recommended that Regions permit cars meeting the Formula Hybrid specifications (http://www.formula-hybrid.org/rules.php) to run in the same class as FSAE cars (Solo Rules Section 18.5). (4987)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | August 3, 2011

The RallyCross Board (RXB) met via conference call August 3. Attending were Ken Cashion, Chairman, Tom Nelson, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler and Robin Langlotz of the BOD, Howard Duncan, Pego Mack and Brian Harmer from the National office, and Ron Foley from the RallyCross Marketing Committee.

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

Committee Reports

1. RallyCross Safety Committee: Brent Blakely reported that no incident reports have been received or heard of by the Safety Committee.

2. RallyCross Rules Committee (Warren Elliott): The proposed rule changes have been posted at the forums. One overlooked proposal regarding adjustable shocks in Stock will be added and some of the language will be cleaned up for clarification purposes.

3. National Championship Committee (Ken Cashion): The Committee met and discussed the upcoming National Championship in Tulsa. Details below in old business.

4. Divisional Steward Liaison (Stephen Hyatt): Stephen Hyatt reported on a well-attended and lengthy Stewards meeting. Some of the concerns addressed included rules language defining a hay bale as a solid object, rules language for medical marijuana, and better communication between the Divisional RallyCross Stewards and the RXB.

5. Forum Activity (all): Forum activity has increased since the proposed rules changes were posted. Other thread activity has also increased.

Old Business

1. Growth Discussion by committee based on tactics:
   a. Regional Program Development Assistance (Stephen Hyatt):
      - *Create site acquisition materials and resources.* NER has a good packet that could be adapted for all Regions.
      - *Use Divisional Stewards to assist the expansion of RX to adjoining Regions of current programs.* Travel costs can be an impediment. The RXB should try to generate excitement at the Regional level with Convention presentations.
      - *Evolve implementation of common event standards and procedures/processes with the goal of improving event operations/expectations, while keeping things as simple as possible; Make it Easy, Make it Fun.* The National Supplemental Regulations is a good step towards this.
      - *Develop RX School program*. Some regions already have schools. Stephen Hyatt has developed a school outline.

   b. Rules Evolvement for Relevance and Accessibility (Warren Elliott):
      - *Develop clear class category differentiation*.
      - *Consider new classes and categories (SM, MR, etc.) to create/sustain relevance and accessibility; look for untapped markets for entrants/cars*. Timeline change increases relevance and involvement from the RX community.
      - *Keep the rules simple and easy to understand; Make it Easy, Make it Fun*.

   c. Marketing and Communications Plan (Ron Foley):
      - *Improve RX presence on SCCA website*. Presence in SportsCar needs to be improved. Bryan Tippens has volunteered to spearhead these efforts.
      - *Energetic/accurate program description*.
      - *Keep current; info, news, stories, etc*.
      - *Active forum*.
      - *Create and distribute "RX Promo Kit" similar to Solo kit*.
      - *Promote through social media and on relevant websites ("Dirty Impreza", etc.)*.
      - *Develop Marketing/Sponsorship Plan; initial goal is title sponsor for National program*.
      - *Survey inactive RX participants*. Use email addresses to communicate with past participants.
      - *Leverage recent exposure of Euro-style RX*.

   d. National Program Enhancements (Ken Cashion):
      - *Develop National Championship site plan (location/rotation).* Have a three-year rotation that is geographically centered.

- *Title sponsorship*. Local sponsors might be better with the current size of RallyCross.
- *Define and implement a feasible/sustainable/desirable support program for the National Championship; fewer, more targeted and better equipped National Challenge events (4 to 6).* Would going to a Regional, Divisional, National approach work better? There is some question as to how well Divisional championships would work in all Divisions due to geographic and other challenges. There is also a question as to the eligibility for competition at Divisional events, i.e. events being open to competitors outside Divisional boundaries or not.
- *Create standardized National rules, procedures, and supplemental regulations for Challenge events that are simple, practical, and easy to implement at the local level that can evolve over time as needed*. This is progressing well.
- *Limit conflicting Regional events within 400 miles of a National Challenge event*. Possibility of restricting Regional events 14 days prior to the National Championship and 7 days prior to a Divisional event.

2. Report from Tulsa: Warren Elliott reported on his visit to the Tulsa event on July 31. He was pleased with the size of the usable land. It's large enough for two 60-second courses. The surface held up well and is not a car-breaker. Most amenities are close to the site and should be easily accessible by the attendees. A tent for the National Championship event will be necessary. Grid will be on paved area. The area is fenced which will lend to good crowd control and safety. The SCCA will provide the timing equipment (which will use timing hoses) and the staff to operate it. Warren Elliott suggested having written corner worker instructions included with the registration materials. Ken Cashion requested interim discussion on positions to complete an organizational chart by the next RXB meeting.

New Business

1. Update on Detroit sanction process: The RXB is looking forward to a report from the Detroit Region's Divisional Steward with regard to improvements in safety practices and to ensure that all events have been free of incidents. Ken Cashion will call the Divisional Steward to get a report before issuing approval for future events.

2. Discussion of impact of inactive committee members and plan for improvement: There is a need to implement a plan for motivation or replacement of inactive committee members. Ken Cashion suggested having an assistant chairman for each committee to make transitions more efficient. Further discussion was tabled until the next RXB meeting.

Next meeting: September 7, 2011

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

Sports Car Club of America
***RoadRally* Board Minutes – Final**
Via Conference Call
August 1, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, August 1, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Chuck Hanson, Eva Ames (partial attendance) and Lois Van Vleet. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was in partial attendance.

The June 23, 2011 RRB Minutes & July 5, 2011 RRB Addenda Minutes were approved. (Hanson/English)

Proceedings

1. Rally Liaison updates
Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:
Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands, NC (Feb 26) - English
Arizona, Gullible's Travails, NC (Feb 27) - English
Pittsburgh, Steele Haul, NC (May 14) - English & Ames
Pittsburgh 1, NC (May 15) - English & Ames
St. Louis, Wilderness Trail, NT (July 16) - Van Vleet
St. Louis, Daniel Boone, NC (July 17) - Hanson
CAST In Stone, NT (July 30) - Hanson
Hurdle, NGTA (Aug 13) - Lanz
Oktoberally, NC (Sept 17) - English
Badger Trails, NT (Sept 18) - Van Vleet
USRRC 2011 California, NGTA, A Course With No Name (Oct 21) - Lanz
USRRC 2011 California, NC, Highway Robbery (Oct 22) - Hanson
USRRC 2011 California, NT, Not My Fault (Oct 23) - Van Vleet
2012 Rallies
TBA, (Indianapolis June 28)

2. Invitations for the USRRC
Discussion: English will invite the three SCCA Marketing people. Jeff, Howard and Eric from SCCA will be invited. Cal Club members, Regional Board Members, Mike Lewis and the director from area 9 will be invited. English reported she has a couple of entries for the USRRC already.

3. *RoadRally* Board Statement of Policy for Multiple Regional Events - Hanson
Discussion: Hanson emailed a written document on Multiple Regional Events Policy for the RRB to discuss. After a lengthy discussion on the last paragraph for the document, minor changes were made. Hanson will re-write it and send it out to the RRB members again to review. Also Pego will talk to Howard if this needs to be approved by the BOD.
This was tabled until the next RRB meeting.

4. Weekend Membership Data Update
Lanz got in touch with Rick Meyers and he is still working on it. The Weekend Membership Form was discussed again. Lanz will get in touch with Howard on the Weekend Membership issue again.

5. Rules Committee Report - English
Discussion: English reported that the 2011 RRR Book as not been posted yet. English will check with the Rules Committee by Friday.

Discussion: Hanson has proposed a 3 year cycle rule. Example: 2012 RRR will be in effect for 2012 thru 2014. People can still post proposals to the forum and they will be discussed for the next cycle… 2015-17. The RRB will take all proposals into consideration but it will not take effect for 3 year or the next cycle. Further discussion included publishing an addenda to the RRR's each year if needed. This needs further discussion.

6. Website Update
Discussion: Hopefully coming in August.

7. Mentoring Committee
Discussion: Hanson sent an email document to the RRB on what the Mentoring Committee is. It states:

MENTORING COMMITTEE
Whereas the *RoadRally* Board wishes to provide assistance to individual Regions to establish and grow active Regional / National RoadRally programs. Therefore, said RRB establishes a "Mentoring Committee" to seek out qualified individuals to serve as "Mentors" to individual Regions. And to provide an RRB coordinator to match "Mentors" with Regions desiring assistance.

Any individual willing to volunteer to serve as a Mentor is invited to contact Chuck Hanson at dtcgh@frontier.com
Any Region in need of assistance with their rally program is invited to contact Chuck Hanson at dtcgh@frontier.com

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A motion was made to approve the Mentoring Committee and Statement (Lanz/English). Motion passed. A motion was made to appoint Hanson at the first Chairman of the Mentoring Committee. (Lanz/English) Motion passed.

8. Concerns Tracker
Discussion: Wakemen reported trouble with it shutting down and the links not working. English reported she is having trouble logging into it. Lanz has posted items on the system and has no problem. Wakemen had trouble sending notes to Lanz. Wakemen will keep working on it.

9. Newsletter Report
Discussion: Ames still needs everyone's biography for future issues. Ames needs the latest Calendar from English also. Ames sent out an e-Blast two weeks ago. She asked Hanson for an article on the Mentoring Program/Committee and Lanz for the Tool Kit. Facebook has the posting of the USRRC. Other articles are needed for Sweep Car.

10. Tool Kit - Lanz
Lanz emailed a listing of items for the Tool Kit to the RRB Members after sending it to the Rules Committee for approval. The Tool Kit will be posted to the website. The new SCCA website is not up and running yet and Pego wants to hold off until the new website is up. But Pego agreed to post it to the old website if the new website is not up and running this month (August).

Old Business
Convention Items:

- Dropping the Game Show.
- Ask Mark for the Video to present.
- The Town Hall Meeting.
- English will do the Foot Rally again and should be included in everyone's Welcome Packet.

One application was received for the RRB Member vacancy – all applications should be submitted by the end of October.

2012 RRB Chairman and Secretary will have to be appointed also at the November RRB Meeting.

New Business
SCCA Forum topics were discussed: Worker points. MRD's should go away. MRD's are for Course rallies and should be left alone and most felt they are not a serious issue.

Next meeting - Labor Day, September 5th will not work.
Tentative Monday, September 12, 2011 at 7:30 pm CST, via conference call.

Submitted by; Lois Van Vleet, RRB Secretary.

RALLY MEMORANDUM

The RoadRally Board is looking for candidates for its board. Please submit resumes to rrb@scca.com.

The RoadRally Board is looking for candidates for the Norpac Divisional RoadRally Steward. Please submit resumes to rrb@scca.com.

The RallyCross Board is looking for candidates for its board. Please submit resumes to rxb@scca.com.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39
Forms: http://www.scca.com/contentpage.aspx?content=45
Technical Forms: http://www.scca.com/contentpage.aspx?content=74
Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77
Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79
General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44
2011 Runoffs home page: http://www.scca.com/event.aspx?hub=1&event=17207

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60
Rulebook: http://www.scca.com/contentpage.aspx?content=61
2011 Tire Rack SCCA Solo National Championships home page: http://www.scca.com/event.aspx?hub=3&event=17058

RALLY

Forms: http://www.scca.com/contentpage.aspx?content=49
Rulebook: http://www.scca.com/contentpage.aspx?content=50
2011 RallyCross National Championship home page: http://www.scca.com/event.aspx?hub=2&event=18290
2011 USRRC Home Page: http://www.scca.com/event.aspx?hub=2&event=18291

SCCA NATIONAL CONVENTION

Eent page: http://www.scca.com/event.aspx?hub=6&event=14461

EVENT CALENDAR: http://www.scca.com/events.aspx?hub=10

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED October 2011

CLUB RACING BOARD

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CLUB RACING BOARD MINUTES | September 6, 2011

The Club Racing Board met by teleconference on September 6, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-10, 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

1. #5127 (Marshall Mauney) Spec Fuel notification request
   In 3.5.1, add a new item K and move current K to L as follows: "*K. The brand and general description of any required spec fuel (e.g., Sonoco 100 octane unleaded).*"

2. #5217 (Terry Ozment) Controlled Substances
   Replace 2.3.1 B as follows: "~~No participant may use any narcotic or dangerous drug. A participant who uses a narcotic or dangerous drug during an event or on the grounds where an event is being held shall not participate; may be excluded from the event by the Chief Steward or his Chief of Specialty; may be removed from the grounds at the order of the Chief Steward; and may be penalized as specified in Section 7. For the purpose of this section, a narcotic or dangerous drug is defined by Federal law or by the law of the state where the event is being held.~~"

   "*The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other narcotics (including amphetamines, cocaine and opiates) that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Any participant who violates this prohibition*
   - *shall not seek to participate in the event*
   - *may be excluded from the event by the Chief Steward or the Chief of an official's specialty*
   - *may be removed from the grounds by the order of the Chief Steward*
   - *may be penalized as provided in Section 7.*

   As a condition of continued participation and/or retention of any SCCA license, the participant may be required to submit to such testing procedures that may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case."

3. #5218 (Terry Ozment) Minors from other organizations
   In 3.1.5.C, add the following at the end: "*Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in Appendix C 2.5."*

4. #5961 (CRB) Correct 3.9.2.E to agree with BoD Directive
   Effective 10/1/11, correct 3.9.3.E as follows:

   E. Invited Runoffs Classes

   All National classes are invited to the Runoffs. ~~If there are not at least 10 Runoffs entries in a given class, a National~~

~~Champion will not be recognized in that class.~~

1. A class with a minimum of 10 qualified ~~cars~~ *drivers* entered *who have participated in at least one on track session* ~~in~~ *at* the *current year's* Runoffs will name a National Champion.

2. A class with fewer than 10 qualified ~~cars~~ *drivers* entered *who have participated in at least one on track session* ~~in~~ *at* the *current year's* Runoffs may race as a supplemental class, but will not name a National Champion.

3. Classes will be combined as needed to limit the number of race groups to 24 and no more than 2 classes will be combined ~~into~~ *for* any race ~~group~~.

[Note: this correction is in accordance with the motion adopted by the Board of Directors in 2009.]

5. #6033 (CRB) Update Helmet Standards
In 9.3.20.C.2, change as follows: "Crash helmets approved by the Snell Foundation with Snell sticker ~~2000~~ *2005* or later Special Application (~~SA2000~~ *SA2005*) or SAH2010, or by the SFI with a SFI Sticker ~~31.1a for open faced helmets and a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04),~~ SFI 31.1 ~~(if purchased after 1/1/05)~~, or by the FIA standard 8860-2004 *or later*, or British Standards Institute BS6658-85 type A/FR."

FORMULA
F500

1. (Multiple) Allow 600cc Motorcycle Engines to compete in F500
The CRB thanks the many members who submitted input on this item. The CRB supports the concept of a class for a small formula car with a 600cc motorcycle engine, but not as a part of the existing F500 class. The CRB will recommend adoption of an F600 class based on F500 chassis construction rules using 600cc motorcycle engines. Initially, this would be a Regional only class that could become a National class by meeting the requirements of 9.1.13.C. The recommended rules will be those submitted in letter #5202 with 32mm individual intake port restrictors.

SPEC MX-5

1. #4518 (Michael Collins) Modify shock package
In 9.1.11.B.9.b, change as follows:

All cars must use the ~~MAZDASPEED~~ SPEC MX-5 coil over kit, *Mazdaspeed part number 0000-04-5250-B and the Anti-Roll Bar Kit, Mazdaspeed part number 5536.320.* Kits must be used in their entirety with no parts substituted or omitted. The following is a breakdown of components supplied in the kit*s*: ~~SPEC MX-5 Kit~~

Part	Location	Part Number	Notes
Shocks	Front	~~F4-BE5-D175-HO~~ *F4-BE5-D180-HO*	Bilstein Sealed Shock
	Rear	~~F4-BE5-D174-HO~~ *F4-BE5-D179-HO*	Bilstein Sealed Shock
Springs	Front	~~Eibach #TBD~~ *E4-FD1-Y805-A00*	~~400 lb/in~~ Bilstein Spring
	Rear	~~Eibach #TBD~~ *E4-FD1-Y412-A00*	~~350 lb/in~~ Bilstein Spring
Anti-Roll Bars	Front and Rear	KIT 5536.320	Rear bar is adjustable. F: 25mm, R: 16mm
~~Helper Spring and Adapter Spring Perch~~	~~Front and Rear~~	~~0000-04-HLPR-EB~~	

CAR RECLASSIFICATIONS
See Member Advisory for T3 reclassifications.

WHAT DO YOU THINK?
None

MEMBER ADVISORIES
DSR
Based on member input, the CRB withdraws the DSR weight rule proposed in letter #2786 (the matrix of weight vs. chassis area between the axles). The current DSR weight rules will remain unchanged.

T3
The CRB has assigned tentative reclassifications of T3 cars to T2 or SSB for 2012. There are some details to be determined (shown as TBD in the list below).

Reclassification of Current T3 Cars

	Class	Specification Changes
BMW Z4 (3.0si Coupe (07-08)	**T2**	Change weight to 2900, optional wheel size to 18 x 9 (F & R), max tire size to 275/50, aftermarket cold-air box (part # tbd), max spring 600# (F & R)
Buick Regal (2011)	**T2**	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Chevrolet Cobalt SS (05-07) Super Charged	**T2**	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Chevrolet Cobalt SS (08-10) Turbo	**T2**	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Chevrolet HHR SS (2008)	**T2**	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Dodge SRT-4 (03-05)	**T2**	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Ford Mustang GT (01-04) incl. Bullitt (2001)	**T2**	Change car to V8 T2 specification. Note: in VIN, disregard the engine content code
Ford Mustang V6 (2011-2012)	**T2**	V6 or V8 engine permitted. For V6, max wheel size to 18 x 10, Max tire size: 295/35, optional rear end ratio to 3.73, change weight to 3460. The following parts are allowed: GT/CS Front Fascia Ford part #BR3Z-17626-AA, GT/CS Rear Fascia Ford part # AR3Z-17F828-AA, Rear Spring Kit: Ford part # M-5300-A, Brembo Brake Kit, Ford part # M-2300-S. For V8, must meet T2 Mustang 5.0 GT (2011-12) specifications and the VIN will be disregarded for this conversion. No mixing of parts; must declare in log book which engine is being used.
Honda S2000 (00-09)	**T2**	Change weight to 2775, remove restrictor, max optional wheel size to 18 x 9 (F/R), optional max tire size to 275/50 , add aftermarket cold-air intake (part # tbd), max spring rate 600#
Honda S2000 (06-09) and Honda S2000 CR (08-09)	**T2**	Change weight to 2775, remove restrictor, max optional wheel size to 18 x 9 (F/R), optional max tire size to 275/50 , add aftermarket cold-air intake (part # tbd), max spring rate 600#
Mazda Mazdaspeed3 (07-09)	**T2**	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Mazda Mazdaspeed3 (10-11)	**T2**	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Mazda Mazdaspeed Miata (04-05)	**T2**	Change weight to 2950, remove restrictor, optional wheel size to 18 x8 (F) 18 x 9 (Rear), optional tire size to 245/45
Mazda RX-8 (04-08) and Mazda RX-8 R3 (2009)	**T2**	Allow 9” wheel and max 275 width tires. Membership to advise additional items.
Mini Cooper S (2002-2006)	**SSB**	Change cars to SSB MINI COOPER S specifications

Mini Cooper S (2007-08)	**SSB**	Change cars to SSB MINI COOPER S specifications
Nissan Sentra SER Spec V (02-06)	**SSB**	Add weight (tbd#)
Nissan 350Z Track/Touring / Standard/Nismo (03-08)	**T2**	Already classified in T2
Saturn Ion Redline (2004-2007)	**T2**	Change weight to 2850, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Subaru Impreza WRX (02-07)	**T2**	Same specifications as T2 Subaru Impreza WRX Sti (03-07)
Subaru WRX TR (06-07)	**T2**	Same specifications as T2 Subaru Impreza WRX Sti (03-07)
Volkswagen GTI, Jetta GLI (06-10)	**T2**	Change weight to 2900 (DSG or STD), remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)

The following cars currently classified in T3 will be declassified on 1/1/2013 unless a member request is made to retain them. Such a request will trigger a T2 or SSB reclassification.
Audi TT Quarto Coupe (03-05); BMW 325i Sedan (2006); BMW Z4 (03-05); Chevrolet Camaro (2010); Chrysler Crossfire Coupe (2004); Hyundai Genesis Coupe (2010); Lexus IS300; Lotus Elise (2005-2010); Lotus Exige (06); Mazda6s (03-07); Misubishi Lancer Ralliart (2009-2011) ;Pontiac G6 GTP Coupe (2006); Scion tC (2005); Subaru Legacy GT Sedan/Wagon (04-08) Spec B (08-09); Subaru Impreza WRX 5 door (02-07); WRX 5 door (02-07) WRX 5 door; Volkswagen Jetta TDI (2009)

Note: all cars currently classified in T3 are also eligible for STU

NOT APPROVED BY THE CRB

GCR

1. #5272 (A.G. Robbins) Split Start Rules
   After a thorough review and discussion by the GCR Advisory Committee it was determined that the current split start rules are adequate as written and give sufficient flexibility to the Chief Steward.

2. #5769 (Bob Maples) On Board Fire Systems
   Thank you for your letter. The current requirements are adequate for their purposes.

GRAND TOURING

1. #5521 (Peter Zekert) GT Engine Borrowing Rule
   The idea of a blanket rule allowing any classified engine to be used in any classified chassis is too radical to be intertained, but individual specific requests may be considered. Note that such engine swaps may raise issues for manufacturer contingency awards.

GTL

1. #5489 (Bill Blust) Addition spec line
   In late 2008 all F Production cars that were classified into GTLite were done so at their F Production weight + 50 lbs since F Production laps times were faster than GTLite and still are without GTLite upgrades. Please keep in mind that Runoffs results are not the only gauge used when classifying and/or making competition adjustments.

PRODUCTION

1. #5775 (James Rogerson) Passenger side window net allowance
   As proposed the net will not add to the safety of the driver and could be an impediment to safety worker access to the car.

EP

1. #5778 (Eddy Cao) Allow LEV I prep Intake and TB. - Neon DOHC
   The specifications for this care appear to be competitive.

HP

1. #5628 (Keith Church) Allow FP Corolla brake package
   The brake dimensions for this car a similar to cars of roughly equal weight and engine size in the class.

SHOWROOM STOCK

SSB

1. #5500 (Scott Ewing) Allow larger injectors
   Not within class philosophy.

TOURING

T2

1. #5642 (Tony Rivera) Rim Width
   This would require an increase for other T2 cars.

PREVIOUSLY ADDRESSED

GCR

(Multiple) Runoffs schedule inputs
Thank you for your letters. A revised schedule was issued on August 23rd.

NO ACTION REQUIRED

GCR

1. (Multiple) 2.5 car rule - remove or alter
   Thank you for your letters. We will take into account your points in our discussions with the Board of Directors on this topic.

2. (Multiple) Support Medical Form age change
   Thank you for your letter of support.

3. #5687 (Alex Talbot) A return to SCCA - Too many classes
   Thank you for your letter. We will take into account your points in our discussions with the Board of Directors on this topic.

4. #5694 (Chris Bovis) Critical Management Issues
   Thank you for your letter. We will take into account your points in our discussions with the Board of Directors on this topic.

5. #5760 (Dana Hullinger) Clarification of Fuel Cell requirements for unibody cars
   The rule in Super Touring and Production is: “The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.).” The “frame rails, etc.” part is satisfied in unibody cars by actual frame rails or other structures or subframes. Thus, if the stock fuel tank is in a protected area formed by such a structure, that is sufficient to meet the requirements of the rule.

6. #5783 (Fabian Okonski) Eliminate the national/regional designation.
   Thank you for your letter. We will take into account your points in our discussions with the Board of Directors on this topic.

7. #5800/#5955 (Mark Edwards/Mark Edwards) head and neck restraint devices
   The Board of Directors has confirmed the Head and Neck Restraint requirements for 2012.

8. #5992 (Kevin Coulter) Administrative bond for laboratory fuel testing
   Any funds remaining after the laboratory fees are deducted may be returned to the region to cover associated expenses. Note that the need to hold final results and to delay trophy results are the same as those encountered in appeals of SOM decisions.

9. #6001 (Eric Heinrich) Support head and neck restraint requirement
   Thank you for your support.

FORMULA

FB

1. (Multiple) 40lb penalty for assisted shifters
   Thank you for your letters. The CRB will request the BoD approve the 40 lb penalty for electronically assisted shift systems.

SUPER TOURING

1. #5676 (Rob May) Roll cage rules for 2009 and previous World Challenge cars
   VTS cage specifications for these cars meet GCR requirements. If cages have been modified in a way that they no longer meet the GCR specifications, they do not meet the VTS and are not eligible to run in ST.

TOURING

T2

1. #5488 (Matt Samojedny) Reduce the weight of E46 M3
   Thank you for your letter. We will consider adjustments after the Runoffs

RESUMES

1. #4806 (Charles O'Toole) Resume for consideration of appointment to the ITAC
   Mr. O'Toole has been appointed to the ITAC.

2. #4852 (Gary Learned) ITAC opening - Gary Learned Resume
   Mr. Learned has been appointed to the ITAC.

3. #4864 (Matthew Green) Renewing interest in ITAC/STAC
   We have filled the vacant positions on the ITAC but will keep your resume' on file for future consideration.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2011
NUMBER: TB 11-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 10/1/11 unless otherwise noted.

GCR

1. #5810 (CRB) Language for Required H&NR

Effective 1/1/12, in 9.3.20.C.2, replace "~~The use of a head and neck support system is highly recommended. As of 1/1/12, head and neck restraints meeting SFI 38.1 or FIA 8858 will be required.~~" with "*The use of a head and neck restraint system certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.*"

Formula

None.

Grand Touring

GT3

1. #5633 (Ron Wilcox) Classify SAAB Sonett III in GT3.
   In 9.1.2, GT3, classify the Sonett III and 1698cc engine with the same specifications as in GTL, except Fuel Induction is Unrestricted and Weight is 1855.

GTL

1. #5634 (Ron Wilcox) GTCS correction
   In 9.1.2, GTL, SAAB Sonnet, correct model name to "*Sonett V4*" and Years from "~~NA~~" to "*67-69*".
   In 9.1.2, GTL, SAAB Sonnet III, correct model name to "*Sonett III*", and model Years from "~~NA~~" to "**70-74**".
   In 9.1.2, GTL, SAAB engines, correct Bore (both engines) from "~~89.9"~~ to "*90.0*" and Disp.(cc): from "~~1496~~" to "*1498*" and "~~1696~~" to "*1698*". [Rounding errors in inch to metric conversions.] Also, in Notes (both engines), change "*Intake*" to "*Alternate i*ntake".

Improved Touring

ITA

1. #5758 (Danny Doern) Correct 02-05 Honda Civic Si spec line
   In 9.1.3, ITA, Honda Civic Si (2002-2005), correct bore x stroke from "~~82.5 x 86.4~~*"* to "*86.0 x 86.0*", valve size from "~~(I)36.5 (E)32.0~~" to "*(I)35.0, (E)30.0*", and compression ratio from "~~10.3~~" to "*9.8*".

ITB

1. #5178 (Chuck Baader) Errors and Omissions
   In 9.1.3, ITB, Toyota Celica III 2.4 (83-85) and Toyota Celica III GTS (83-85), the Brake Sizes are reversed.

Super Touring

STU

1. #4856 (James Lucas) Cobalt corrections
   In 9.1.4.2.I, Table A, change model from "~~Chevy Cobalt SC~~" to "*Chevrolet Cobalt /Cavalier (Super Charged)*" and weight from ~~2900~~ to *2650*.

Production

EP

1. #5667 (Kevin Ruck) Classify the 02-06 Acura RSX Type S in EP
   In 9.1.5, EP, classify the Acura RSX Type S as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Acura RSX Type S (2002-2006)	*2*	*2250 * 2306 ** 2363*	*4 Cyl. DOHC*	*86.02 x 86.0*	*1998*	*Alum*	*Alum*	*(I) 35.15 (E) 30.15*	*Fuel Injection*	*101.2*	*58.3 / 58.3*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:

Acura RSX Type S (2002-2006)	*18 x 8*	*6*	*(F) 300x25 vented (R) 260x9 solid*		*Comp. Ratio limited to 12.0:1, Valve lift limited to .500".*

2. #5668 (Kevin Ruck) Classify the 06-11 Honda Civic Si in EP
In 9.1.5, EP, classify the Honda Civic SI (2006-2011) as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Honda Civic Si (2006-2011)	*2*	*2300 * 2358 ** 2415*	*4 Cyl. DOHC*	*86.1 x 86.0*	*1998*	*Alum*	*Alum*	*(I) 35.0 (E) 30.0*	*Fuel injection*	*104.3*	*59.0 / 60.1*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Honda Civic Si (2006-2011)	*18 x 8*	*6*	*(F) 300x26 vented (R) 260x10 solid*		*Comp. Ratio limited to 12.0:1, Valve lift limited to .500".*

American Sedan
None.

Showroom Stock
1. #5752 (Alex Ratcliffe) Nissan Versa & Honda Fit in B-spec - clarify years allowed and engine specs
In 9.1.7, SSC, Nissan Versa 4-5 door (2010-2011):
Correct model years from (~~2010~~-2011) to (*2007*-2011)
Correct Displacement from ~~1600~~ to *1584*
Add to Bore x Stroke/Displacement: *84.0 x 81.1/1798*
Precede Gear Ratios with: *"1584:"*
Add to Gear Ratios: "*1798: 6 speed, ratios TBD*"
Change Weight from "~~2675~~" to "*1584: 2350; 1798: 2675*"

   [Pre-2009 Honda Fit models are different from 2009-2011. No change will be made.]

2. (CRB) V6 Mustang drive shaft
Effective immediately, in 9.1.7, SSB, Ford Mustang V6 (05-*10*), add to Notes: "*An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation.*" [This confirms RM 11-08.]

Spec Miata
None.

Sports Racing
None.

Touring
T2
1. #5492/#5561 (John Bauer/ Brian Kleeman) Update model years for 370Z
Effective immediately, in 9.1.10, T2, Nissan 370Z (09-10) / 370Z NISMO Edition (2010-), change model years from "~~09-10~~" to "*2009-11*" and "~~2010-~~" to "*2009-2011*".

2. Effective immediately: T2, Chevrolet Camaro SS & Z-28 (98-02), add the following to the Notes: "*Strano Performance Camaro Track Package (Part #SP- 141, Spring Set (550# Front/150# Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted.*"
[This confirms RM 11-09.]

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
J. R. Osborne vs. SOM COA Ref. No. 11-15-NP
August 24, 2011

FACTS IN BRIEF

Following the Group 1 race on May 29, 2011 at the J. Tom Masterson Memorial 31st Annual Double Rational Races held at Pacific Raceways, Nicholas Belling (FB # 6)) protested the fuel used by J. R. Osborne (FB # 83). Chief Steward Robert Grass accepted the protest, noted the time and date of filing, and referred the matter to the Stewards of the Meeting (SOM).

The Stewards of the Meeting (SOM) S kip Yocom and Gary Meeker, Chairman, conducted a hearing and obtained a fuel sample. The SOM did not render a decision at the event due to the requirement to send the fuel sample to SCCA for analysis. Following receipt of the fuel sample test results, the SOM ruled Mr. Osborne's fuel was non-compliant and imposed a penalty. Mr. Osborne appealed the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Steve Harris, Jack Marr and Michael West, Chairman, met on August 4, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from J. R. Osborne, received July 14, 2011.
2. Official Observers Report and related documents, received July 14, 2011.
3. Email from Gary Meeker, Chairman SOM, received July 15, 2011.
4. Revised decision received August 12, 2011.

FINDINGS

Following receipt of the letter of appeal, Gary Meeker, Chairman SOM, advised the Court of Appeals that the SOM noted a procedural error in their actions. The COA also determined that an error had occurred and on August 4, 2011 returned the protest to the SOM for further deliberation. All parties were notified and informed the appeal was being held open pending the outcome of the SOM actions.

On August 8, 2011 the SOM issued a revised ruling and delivered it to all parties. All parties were given a 10-day period to seek further redress with the COA. No party came forward with any further request for appeal or appeal reopening.

DECISION

The Court of Appeals dismisses Mr. Osborne's appeal and returns it unheard. Mr. Osborne's appeal fee shall be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Joel Lipperini vs. SOM COA Ref. No. 11-16-NE

FACTS IN BRIEF

Following race 2 at the Laps to Conquer MS Pocono Sports Car Races held at Pocono International Raceway August 13, 2011, Diane O'Connor and Karen Petersen, Grid Officials, protested Joel Lipperini (SSC #81) for violation of 2011 SCCA General Competition Rules (GCR) 2.1.5. (Failure to follow the directions of an official) and 2.1.7. (Acting in an unsportsmanlike manner) for his actions on the grid just prior to the race. The Stewards of the Meeting (SOM) Joe Willer, George Bloeser, Kyle Disque, John Deonarine, and Timothy Meddaugh, Chairman, held a hearing, upheld the protest and penalized Mr. Lipperini with the loss of one finishing position in class and placed two (2) penalty points on his competition license. Mr. Lipperini appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 1, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Joel Lipperini received August 23, 2011.
2. Official Observer's Report and related documents received August 24, 2011.
3. Email testimony from John H. Deonarine, Jr. received August 25, 2011.
4. Email testimony from Diane O'Connor received August 25, 2011.
5. Email testimony from Kyle Disque received August 25, 2011.
6. Email testimony from Walter Huber, Chief Steward, received August 25, 2011.

FINDINGS

During the process of positioning cars on the grid for race group 2, Mr. Lipperini approached a car entering the grid and began aggressively discussing and yelling at the driver thus blocking the entrance to grid. A grid official asked Mr. Lipperini to cease his conversation and move so cars could enter the grid area. Mr. Lipperini ignored the request. A second request was made by another grid official whom Mr. Lipperini also ignored. The second official then touched Mr. Lipperini on the shoulder at which point he acknowledged the grid officials presence, ceased his loud and less than courteous conversation, and moved.

Following the race, the grid officials, after consultation with the Chief Steward, filed a protest. The SOM held a hearing on the matter in association with other actions involving Mr. Lipperini that occurred during the race. Mr. Lipperini was presented with the protest, given an opportunity to testify, and then subsequently penalized for his actions.

In his appeal Mr. Lipperini states the protest was not presented timely and he was not given an opportunity to obtain witnesses. The Court notes Mr. Lipperini did not submit any new evidence (testimony by the other witnesses that he asserts would have cast doubt upon the testimony obtained at the event) with his appeal. Mr. Lipperini also asserts he was not treated appropriately by another event official in a matter not related to this incident and that should be taken into consideration by the COA.

The COA finds the protest was filed and heard in a timely manner and handled properly. Mr. Lipperini could have requested more time to obtain witnesses at the event to support his position and he did not. Mr. Lipperini chose not to provide the purported testimony or any other new evidence to the COA.

Mr. Lipperini also chose not to take any action against the official who allegedly was not fully professional in his dealings with him. Since Mr. Lipperini took no action at the event, that is a closed matter and not subject to review by the COA.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Lipperini provided no new evidence, his appeal is deemed not well-founded, and his appeal fee will be retained by SCCA.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Aug. 24, 2011

The Solo Events Board met by conference call August 24th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill and Brian Harmer of the National Staff; BOD member John Walsh. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/*2013*

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

GENERAL

- Nominations are requested for the Divisional of the Year award. The description of this award is as follows: presented to the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor.
- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- Nominations are open for the Rookie of the Year and Driver of the Year awards. Descriptions of these are as follows:
  - Rookie of the Year: presented for an outstanding performance at a first Solo National Championship by a driver with limited competition experience.
  - Driver of the Year: presented to the Solo driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - GTR move to SS comments (#4913)
  - GT3 move to SS comments (#5508)
  - Mustang V6 comment (#5520)
  - Sway bar allowance comments (#5209, 5220)
  - JCW Mini move to DS comments (#5260, 5298, 5430, 5466)
  - SS Cars addition comments (#5528, 5536, 5542, 5544, 5562, 5579)
  - AS comments (#5723)

STREET PREPARED

- Per the SPAC, he following class listing change proposal is published here for member comment (#5203):
  - Move from CSP to DSP:

    Toyota Supra (1979-1981)
- Per the SPAC, he following rule change proposal is published here for member comment (#5371):
  - Add new 15.9.F as follows:

    "F. A hole may be drilled in the firewall to permit passage of electrical wiring. It may be no larger than necessary and may serve no other purpose."
- Per the SPAC, the following group of class listing changes is proposed for member comment (#5440):
  - Replace the DSP Subaru Impreza 2.5 listing with:

    Subaru Impreza (1993-2001) (all)
    Subaru Impreza 2.5, NOC
  - Remove from FSP:

    Subaru Impreza NOC
- The SPAC is submitting for member comment the following rule change proposal (#5441):
  - Change 15.10.AA to read:

    "AA. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. *Timing covers or valve covers may be altered for pulley clearance or access to adjustment.* Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of "silent" chain)

may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered *except as mentioned above*. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware)."

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Focus SVT move (#5038, 5073, 5149, 5152)
  - SP re-org comments (#5275, 5360, 5361, 5406, 5423)

STREET MODIFIED

- The following rule change proposal has been recommended by the SMAC and is published here for member input (#5622):
  - Delete the following from 16.1.I: "*This does not permit removal of the remainder of the window washer system."*
  - Also change the second sentence in 16.1.I as follows:

    "Associated hardware including latches, hinges, *window washer nozzles and window washer reservoirs* may be modified, removed or replaced."

MODIFIED

- The MAC is seeking input on possible modifications to the forced induction displacement modifier of 18.C. Potential changes could include increasing the value, or changing the displacement adjustment to be one of addition rather than multiplication, as used in the SM category. (#5348)

KART

- The KAC is seeking feedback on potentially switching FJA/FJB to a spec engine. This engine would be the Briggs & Stratton World Formula as they are configured now in their respective classes. This would be phased in by a sunset rule making all current engines legal until 2016 at which point on the World Formula would be the only engine allowed. The committee is also looking for feedback on the exact year for the "sunset rule" implementation. (#5442)

NOT RECOMMENDED

- General, roll bar bracing (#5776) The current rule is sufficient for the solo program and easily applied in the field at the events.
- Stock, alternate clutch proposal (#5431) This change is not believed to be consistent with category philosophy.
- Stock, control arm bushing proposal (#5678) This change is not believed to be consistent with category philosophy.
- ST, pedal kit (#5350) This change is not seen as consistent with ST preparation philosophy.
- ST, axle spacer (#5550) This change is not seen as consistent with ST preparation philosophy.
- ST, aftermarket LSD, STR (#5552) This takeback is not believed to be necessary.
- SP, alternate water pump (#4779) This change is not viewed as being consistent with SP category philosophy.
- SP, master cylinder allowance (#4873) This change is not viewed as being consistent with SP category philosophy.
- SP, final drive allowance (#5062) This change is not viewed as being consistent with SP category philosophy.
- SP, Mazda Protégé reclass (#5352) The SPAC believes this change would increase the competitive level of FSP, and does not believe the change is necessary at this time.
- SP, VW listing lines (#5706) The SPAC believes this change would increase the competitive level of FSP, and does not believe the change is necessary at this time.
- Formula Junior, clone motor proposal (#5656) At this time the KAC feels the prospect of a spec engine, at least for national competition, is perhaps a better option at this time. The committee will keep this engine package in mind for regional use only in the near future, pending feedback on the spec engine. The KAC appreciates the research conducted by this member.

TECH BULLETINS

1. Stock: Per the SAC, 13.10.G is clarified as follows (#5719):

   "G. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the *function of the* PCV system is not altered."

2. Stock: Per the SAC, the Brey-Krause R-1115 harness bar is considered to be a truss-type harness bar. (#5429)

3. Stock: Per the SAC, the following listings from Appendix A are clarified as shown (#5425):

   GS

   Change "Volkswagen Passat (V6)(2002-2008)" to "Volkswagen Passat (V6)(all)"

Delete “Volkswagen Passat (V6, AWD)”

Note: The intent of this listing was to classify all V6 Passats in GS.

4. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC (#4808):

   ASP

   Lamborghini Gallardo (2003-2011)(all)

   Note: if the proposed SP reorganization is approved, this car will be listed in SSP.

5. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC (#5128):

   FSP

   Chevrolet S10 (1994-2004)

6. Street Prepared: Per the SPAC, in the case of the RX8 changes to the PPF (power plant frame) can only be accomplished via update/backdate. A lightened/lightweight PPF would not be compliant. (#5150)

7. Street Prepared: The SPAC believes that the update/backdate allowance is sufficiently clear as written. Two cars from different generations which are listed on the same line in Appendix A are allowed to interchange parts, pursuant to the restrictions detailed in 15.1.C. This does not permit removal of a headlight splash guard from a 1990 Miata, since the later configuration which does not include the guard cannot be fitted to the earlier car without modification. (#5494)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | September 7, 2011

The RallyCross Board (RXB) met via conference call September 7. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Howard Duncan, Pego Mack and Brian Harmer from the National office.

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

Chairman Cashion called the meeting to order at 7:01pm CDT.

Committee Reports

1. RallyCross Safety Committee: One incident report has been received since the last RXB meeting and involved a course worker's hand being burned from picking up a hot exhaust part that had fallen off a car on course. The RXB discussed the incident, and no further action was deemed necessary.

2. RallyCross Rules Committee (Warren Elliott): There has been a lot of discussion on the forums regarding the Rule proposals. Some forum discussion has centered on tire debeading and ATV tires as it relates to one of the proposed rules. Ken Cashion expressed concern about the general perception of where the proposals originated. (As a clarification, proposals come mostly from members and not from the Rules Committee or the RXB.) The discussion period ends September 15, at which time the Rules Committee will prepare the proposals for RXB voting. Ken Cashion asked all RXB members be prepared to understand all proposals in order to efficiently discuss and vote on the proposals at the next meeting.

3. National Championship Committee (Ken Cashion): See Championship discussion below in New Business.

4. Divisional Steward Liaison (Stephen Hyatt): Ken Cashion stepped in for Stephen Hyatt at the past Divisional Steward meeting and reported on the discussion at the meeting. Items discussed were as follows: 1) The reasoning for potentially moving towards a Regional/Divisional/National approach for the Triple Cross Award, eliminating the East/West Championship events. The hope is to provide more competitors the opportunity to win the Triple Cross Award. There was a question as to if the Divisional Championships would provide similar contingency opportunities, which they probably would. 2) The varied attendance patterns of National Challenge events over Regional events in the same Region. 3) An article being written in conjunction with the RallyCross marketing effort. 4) The National Championship event in Tulsa. 5) Potential RXB openings. 6) A request that member correspondence to the RXB be published in Fastrack.

5. Forum Activity: RallyCross forum activity has been high with several different subjects being discussed. Some outside forums also have had active discussions.

Old Business

1. Growth discussion by committee based on tactics (updates, if any):
   a. Regional Program Development Assistance (Stephen Hyatt): Plans are progressing on an outline for a RallyCross school general template and information.

   b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): None.

   c. Marketing and Communications Plan (Ron Foley): None.

   d. National Program Enhancements (Ken Cashion): None.

2. Update on Detroit sanction process: The Divisional Steward has reported to the RXB that progress with the Region has been positive. One concern is that the Region has scheduled an event within 7 days prior to the National Championship. The RXB would like a buffer zone around the National Championship, but the RallyCross Rules do not currently stipulate any such restrictions. The RXB will approve sanctioning of the event, but Ken Cashion will contact the Divisional Steward with these concerns.

3. Discussion of impact of inactive committee members and plan for improvement: This is something the RXB will monitor. The Rules Committee will be making some related changes.

New Business

1. Jon Burke event: An invitational RallyCross event sanctioned through the SCCA will be held in Northern California on

September 17. Ken Cashion will be primary Safety Steward and Brent Blakely will be the secondary Safety Steward. Pego Mack will check on the progress of the sanctioning of this event.

2. Assignments/roles for Championship:

Rally Manager – Pego Mack
Region Chair – Pat Lipsinic
Chief of Safety – Bob Ricker
Assistant SS – Keith Lightfoot
Course Designers – TBA
Chief Steward – Ken Cashion
Assistant CS – Tommy Kilpatrick
Chief of Protest – Stephen Hyatt
Operations Steward – Warren Elliott
Assistant OS – TBA
Chief of Course – Karl Sealander
Chief of Grid – Brent Blakely
Chiefs of T&S – Jerry Doctor, Mark Walker
Chief of Announcers – Jon Olschewski
Chief of Tech – ZB Lorenc
Assistant Tech – Orion Fairman
Event Manager – Pego Mack
National Staff – Howard Duncan
Regional Event Chair – n/a
Assistant REC – n/a
Chief of Registration – National staff
Paddock Marshall – Region staff
Chief of Waivers – Region staff

The meeting was adjourned at 8:13pm CDT.

Next meeting: October 12, 2011

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | Sept. 12, 2011

Sports Car Club of America
***RoadRally* Board Minutes – Final**
Via Conference Call
September 12, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, September12, 2011.

Attending were: Members: Jeanne English, Sasha Lanz, Chuck Hanson and Lois Van Vleet. Jim Wakemen, Chairman was in attendance later. Members: Eva Ames was not in attendance. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was not in attendance.

Pego Mack (standing in for Chairman Wakemen) called the meeting to order at 7:46 pm CST. The August 1, 2011 RRB Minutes RRB Addenda Minutes were approved. (Hanson/English)

Proceedings
1. Rally Liaison updates
Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:
Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands, NC (Feb 26) - English
Arizona, Gullible's Travails, NC (Feb 27) - English
Pittsburgh, Steele Haul, NC (May 14) - English & Ames
Pittsburgh 1, NC (May 15) - English & Ames
St. Louis, Wilderness Trail, NT (July 16) - Van Vleet
St. Louis, Daniel Boone, NC (July 17) - Hanson
CAST In Stone, NT (July 30) - Hanson
Hurdle, NGTA (Aug 13) - Lanz
Oktoberally, NC (Sept 17) - English
Badger Trails, NT (Sept 18) - Van Vleet
USRRC 2011 California, NGTA, A Course With No Name (Oct 21) - Lanz
USRRC 2011 California, NC, Highway Robbery (Oct 22) - Hanson
USRRC 2011 California, NT, Not My Fault (Oct 23) - Van Vleet
2012 Rallies
TBA, (Indianapolis June 28)

2. Rulebook Status & New Rules
Discussion: Pego still needs a summary of the new rules for 2012. English will send the new rules with the exact wording to Pego for submission to the BOD for their October meeting. Hanson's Policy for Multiple Regional Event policy needs to be approved by the Rules committee and then on to the BOD for the 2012 RRR, under Article 4. The 2010 RRR is still on the website and the next RRR's will be 2012.

3. Posting of RRB Agenda prior to the calls
Discussion: Wakeman will send the agenda to the RRB members a week before the meeting. It will not be published on the SCCA Forum, however if someone wants a particular item to be discussed they should submit that item to the RRB at least a week before the regularly scheduled meeting.
4. RRB Chairman for 2012
Discussion: Wakemen will consider staying on for a third year.

5. New RRB Members
Discussion: We have three applicants for the RRB: John Emmons, Mike Thompson and Clarence Westberg. More names can be accepted before the November 7th RRB meeting. Nominees need to be approved by the BOD at their December meeting.

6. *RoadRally* Board Statement of Policy for Multiple Regional Events
Discussion: Hanson emailed a re-written document on Multiple Regional Events Policy for the RRB to discuss again, deleting the last paragraph. This needs to be approved by the BOD per Pego. It also needs to be sent to the Rules Committee for drafting a formal rule for inclusion in Article 4 of the RRR's. English will ask for this in two weeks from the Rules Committee.

7. Weekend Membership Data Update

Rick Meyers has been on vacation and is hard to get a hold of due to the runoffs. This was tabled until Lanz hears back from Rick.

8. Website – Toolkit Update
Discussion: Pego received a CD from Lanz that was blank. Lanz will send the 40+ files one at a time, instead of all of once. Wakemen will send Lanz information on 'Drop Box' that might help Lanz send the files to Pego that can also be shared. And it's free.

9. Mentoring Committee
Last month Hanson sent an email document to the RRB on what the Mentoring Committee is. It states:
MENTORING COMMITTEE
Whereas the *RoadRally* Board wishes to provide assistance to individual Regions to establish and grow active Regional / National RoadRally programs. Therefore, said RRB establishes a "Mentoring Committee" to seek out qualified individuals to serve as "Mentors" to individual Regions. And to provide an RRB coordinator to match "Mentors" with Regions desiring assistance.

Any individual willing to volunteer to serve as a Mentor is invited to contact Chuck Hanson at dtcgh@frontier.com
Any Region in need of assistance with their rally program is invited to contact Chuck Hanson at dtcgh@frontier.com

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Discussion: English reported that on the Forum, at least three people (Dave Weiman, Bill Jonesi, and Clarence Westburg) were volunteering to be mentors and listed their telephone numbers. Hanson noted that Weiman and Jonesi are NOT SCCA members. He also stated that Rich Bireta has volunteered to be a Mentor.

10. Newsletter Report
Discussion: Ames was not on the meeting... no report. Wakemen encouraged everyone to submit articles.

11. Concerns Tracker
Discussion: English reported she is still having trouble logging into it. Wakemen had trouble sending notes out also.

12. Convention Update
Discussion: Wakemen will present to the RE's a summary of the Road Rally Program and an update on the Mentoring Committee.

Old Business
No nominations for the Robert Ridges Award have been received yet.

Pego added that no date has been set for the new SCCA website to go live.

New Business
No volunteers for the NorPac Division Steward have been received. English will contact the team from Oregon that is coming to the USRRC, to see if there is an interest in the position.

Pego will put RoadRally Policies & Procedures on the website.

Lanz announced that he will not be able to attend the USRRC in California.

Next meeting - Tuesday, October 4**,** 2011 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:32 pm CST. (Lanz/English)

Submitted by; Lois Van Vleet, RRB Secretary.

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED November 2011

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | October 4, 2011

The Club Racing Board met by teleconference on October 4, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-10, 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/

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IMPROVED TOURING

1. #3749 (David Ellis-Brown) Rules Clarification - switch relocation
   In 9.1.3.D.9.c, add the following at the end: "*Switches to activate the ignition, the lights, the windshield wipers, the starter and other accessories located within the passenger compartment may be replaced and their location changed.*"

2. (multiple) Allowance of aftermarket motor and transmission mounts in IT
   In 9.1.3.D.1, add a new subsection s as follows: "*To allow commonly available engine mount aftermarket inserts, replacement units, or "window weld" like solutions without allowing solid metal or rigid materials or bearings that could result in the driveline becoming a stressed member of the chassis, the following is permitted. Engine, transmission, differential or any other driveline mounts may be replaced. Mounts may use only stock mounting points, must maintain stock location and orientation of the mounted component, and must be non-rigid.Rubber or other inserts in stock mounts may be replaced with any other non-metallic material.*"

   In 9.1.3.D.2, add a new subsection e as follows: "*Alternate mounts are permitted as in 9.1.3.D.1.s.*"

SUPER TOURING

1. #5675/#6057 (Shandelle Leonard/Christopher Childs) Engine swap manifolds
   In 9.1.4.G.1, add the following: "*If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.*"

2. #6218 (Greg Amy) Allow APR GTC-500 rear wing
   Add a new subsection 9.1.4.1.B.2.f as follows: "*APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75" Inner/9" Outer), is permitted.*"

AMERICAN SEDAN

1. #6011 (Ted Johnson) Alternate transmission
   After discussions with Auto Gear about their "Syracuse" Muncie-based transmission it has been determined that it would potentially improve reliability for those AS competitors who wish to run a transmission with synchros. The gear ratios of this transmission meet the "CC" ratio requirements for AS T-10 transmissions (+ or - .05) except for 1st gear (2.88 - T-10 vs. 2.556 - Muncie). To accommodate this transmission, the following rule change will be requested:

   Modify 9.1.6.D.3.c as follows: "No alteration to the stock transmission gear ratios is allowed*, except that any first gear ratio greater than 2.5 is permitted for non-Limited Prep cars.*"

SPEC MIATA

1. #5302 (CRB) Overbore allowance
   In 9.1.8.C.1.b, make the following changes:

b. Block

1. The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum *standard* diameter as shown in the following table:

Model Year	Maximum *Standard* Diameter (inches)
90-93	3.076
94-05	3.273

2. Cast iron cylinder liners (sleeves) ~~may be installed to restore damaged or worn cylinder bores to the original dimension. Re-boring to over size is prohibited.~~ *as previously permitted may be used in both Regional and National racing through the 2012 season and may not be used at the 2012 runoffs or beyond. Regions may continue to allow sleeved blocks via supplemental regulations.*

3. The cylinders may be bored .010" over to a maximum overbore diameter shown in the following table:

Model Year	*Maximum Overbore Diameter (inches)*
90-93	*3.086*
94-05	*3.283*

4. If one or more cylinders is overbored or exceeds the maximum standard diameter specified in paragraph 1, the vehicle shall meet the "minimum weight with overbored motor" specified in the vehicle specifications.

In 9.1.8.C.1.e, make the following changes:

e. Pistons

1. Mazda OEM ~~standard size~~ pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o wrist pin and hardware (grams))	Minimum Weight Wrist Pin (grams)
90-93 *(standard)*	B6Z2-11-SA0C	271.5	86.0
90-93 (.010" over)	B6Z2-11-SB0C	*TBD*	*TBD*
94-97 *(standard)*	BPY1-11-SA0A	291.5	86.0
94-97 (.010" over)	BPY1-11-SB0A	*TBD*	*TBD*
99-00 *(standard)*	BPZ0-11-SA0	288.0	78.0
99-00 (.010" over)	BPZ0-11-SB0	*TBD*	*TBD*
01-05 *(standard)*	BPZ3-11-SA0	288.0	78.0
01-05 (.010" over)	BPZ3-11-SB0	*TBD*	*TBD*

2. ~~The use of oversize pistons is not permitted.~~ No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

Modify the specification table as follows:

SM	Bore x Stroke(mm) / Displ. (cc)	Valves IN & EX (mm)	Restrictor Size (mm)	Comp. Ratio	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Mazda MX-5 / Miata (90-93)	78.0 x 83.6 1597 OR Alternate 78.25 x 83.6	31.1 (I) 26.3 (E)	N/A	9.4	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 235 Vented Disc (R) 232 Solid Disc	2275 *or* *2290 With Alternate Bore*	
Mazda MX-5 / Miata (94-97)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	47mm	9.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3 See Notes	(F) 255 Vented Disc (R) 252 Solid Disc	2365 *or* *2380 With Alternate Bore*	Must update to the 4.30:1 rear axle ratio as found in the 99+ cars.
Mazda MX-5 / Miata (99-00)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	41mm	9.5	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450 or 2465 With Alternate Bore	Maximum L dimension of 1.815" is permitted.
Mazda MX-5 / Miata (01-05)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	43mm	10.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450 or 2465 With Alternate Bore	

CAR RECLASSIFICATIONS

1. #4840 (Chris Dryden) Please classify the 2006 MX-5 in ITS
   In 9.1.3, ITR, Mazda MX-5 (2006), reclassify from ITR to ITS at 2740 lbs.

2. #6081 (R. Inness Eisele) Classify 1991 BMW 318i/iS in F Production
   In 9.1.5, EP, BMW 318i/is E36 (92-95), reclassify from EP to FP at 2400/*2460/**2520.

WHAT DO YOU THINK?

ITB/ITC

Should the 75-95 Volvo 240 family be classified in ITC at 2520 lbs. for the 2.1 liter engine and 2685 lbs. for the 2.3 liter engine *OR* should they be classified in ITB at 2275 lbs. for the 2.1 liter engine and 2425 lbs. for the 2.3 liter engine?

MEMBER ADVISORIES

SSC

B SPEC STATEMENT

The CRB hereby informs the membership that the specifications for the "B Spec" cars, as described in 9.1.7.E.34, are a work in progress. Although we hope to stabilize these rules as quickly as possible, ongoing interactions with manufacturers and input from members may cause some parts of the rule set to change over the next several months.

NOT APPROVED BY THE CRB

GRAND TOURING

GTL

1. #6012 (Brian Linn) remove 50lbs weight penalty for RWD Mini - all
   The FWD to RWD weight penalty is still considered to be appropriate when reviewing the original reasoning (engine performance modifications are available in RWD configuration that are not available in FWD).

IMPROVED TOURING

1. (multiple) Allow power steering racks to be looped
   There is not sufficient member support for making a power steering removal allowance at this time. We would like to thank all the members who contributed their input on this matter.

2. #4885 (Earl Richards) Allow all IT classed cars to use OEM wheels
   Allowing the wheel width to be larger than currently permitted would change the performance parameters of the individual classes.

ITS

1. #3871 (Earl Richards) Please reclassify the V6 Camaro/Firebird from ITR to ITS
   Car is competitive as classed. We will continue to monitor this vehicle's performance as examples are constructed and raced.

PRODUCTION

EP

1. #5614 (Rick Kosdrosky) Please increase min weight of larger-valved ZETEC Caterham by 35 lbs.
   This car is competitive as classed.

2. #5832 (Robert Doernberg) Request for weight reduction on 33.5 mm ZTEC Caterham
   This car is competitive as classed.

3. #6078 (R. Inness Eisele) Increase compression ratio for BMW M42 engine
   This car is competitive as classed.

4. #6082 (R. Inness Eisele) Allow “medium case” 188mm BMW differential.
   This request is not within the category philosophy.

SUPER TOURING

STL

1. #5963 (Michael Jones) add weight to 13B RX7
   Thank you for your input. We will continue to monitor its performance

STU

1. #6211/#6245 (Chi Ho/Scott Ewing) Stu turbo rule
   Thank you for your input. The current rule is appropriate.

2. #6260 (Eric Heinrich) STU - Cost control - sequential transmissions: add weight
   Thank you for your input. The current weight penalty is appropriate.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #5271 (Michael Collins) Response to Fastrack Request #4727 (Terry Ozment)
   The wording of this item has been modified to address the concerns raised by this letter.

2. #5384 (Richard Templeton) Input on GCR 3.5.5 (#2673)
   Thank you for your letter. The purpose of the change is to make it easier to correct obvious oversights before an event begins.

3. #5939/#5942/#5977 (Dan Harrington/Neil Cox/Keith Pfautz) Non-Traditional Drivers School comments
   Thank you for your support.

4. #6158 (Bob Roth) Objection to HANS requirement for regional racing
   Thank you for your letter. The Board of Directors has confirmed its H&NR policy.

5. #6270 (Stevan Davis) Support for #4206 (CRB) Required Medical Forms
   Thank you for your support.

6. #6286 (Mark McCaughey) The 2.5 Rule
   Thank you for your letter. It will be considered with others in discussions with the BoD.

AMERICAN SEDAN

1. (multiple) Dog Ring transmission input
   Thank you to the many members who contributed their thoughts on this topic. The proposal will be presented to the BoD for approval.

2. (multiple) Weight changes in AS
   Thank you for your letters. The AS advisory committee will be considering weight changes for ALL AS cars in 2012.

3. (multiple) Comments on proposed 2012 rules rewrite
   Thank you to the many members who commented on the general rules rewrite.

4. #5899/#5911 (Ted Johnson/Jorge Chediak) Do not allow pedals to me moved
   Thank you for your input.

5. (multiple) door beam removal comments
   Thank you for your inputs.

6. #5910 (Ted Johnson) alternate parts for t10 transmissions
   Thank you for your input.

7. #5932 (Kevin Smith) change to inner fender liner language has unintended consequences
   Thank you for your input. The wording of this rule has been modified based on your suggestion.

8. #5935 (Kevin Smith) 8.e should not be changed
   Thank you for your input. 8.e has been deleted since it is redundant with 8a.

9. #5936 (Kevin Smith) deletion of 9.a should not be approved
   Thank you for your input.

10. #5937 (Kevin Smith) change to 9.d is more than editorial and should not be approved
    Thank you for your input. The wording of this rule has been modified based on your suggestion.

11. #5959 (Mark Muddiman) Clarify proposed addition to C.1. (#800)
    Thank you for your input. The wording of this rule has been modified based on your suggestion.

FORMULA

F5

1. (multiple) f500 f600 – inputs on addition of motorcycle engines
   Thank you for your inputs.

FB

1. (multiple) Inputs on proposed FB Shifter Rule Change (adding 40 lbs)
   Thank you for your inputs. The CRB has changed the penalty in the recommended rule as submitted to the BoD to 25 lbs.

PRODUCTION

EP

1. #6112 (Paul Spruell) oppose Suggested rules change #5580
   The spoiler referenced in the letter is permitted on the car's specification line.

2. #6042 (Larry Svaton) Provide contact info for Zetec parts.
   If there are specific parts that are unavailable, please make a request for alternates.

SUPER TOURING

STO

1. #6015 (Sean Maloney) Engine swap questopm
   Corvettes are allowed to swap engines freely and use the appropriate minimum weight for the installed engine per the classification table.

STU

1. #5347 (Rob May) Delete Alternate intake for S2000
   Thank you for your input. See letters #5675/#6010 for details of how to accommodate this intake.

STU

1. #5994 (Mark Crellin) STU 3.2L - oppose increase
   Thank you for your input, we will continue to monitor performance of your car. Note that STL is designed for 2 liter cars and we are trying to make this a National class; please contact your BoD member to support it.

2. #6010 (Ian Stewart) Adapter Plate for S2000 to K24 intake manifold
   Please see letter #6057.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2011
NUMBER: TB 11-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 11/1/11 unless otherwise noted.

GCR

1. #6249 (CRB) Addition to fuel rules
   In 9.3.26.A, change the following sentence as shown: "The use of any substance in the following table in excess of the stated limit is prohibited *either in fuel or otherwise introduced into the engine*."

2. #6255 (CRB) Correct terminology in 7.4
   In 7.4, change title from "~~Automatic Penalties~~" to "*Penalty Points*" and in 7.4.B, delete "~~automatic~~".

Formula
FF

1. (multiple) Honda FIT restrictor size - Request for increase
   In 9.1.1.D.3.k.5, change ~~29.5mm~~ to *30.5mm*.

2. #6254 (Sandy Shamlian/Jay Ivey/Rollin Butler) Correct Kent piston dimension
   In 9.1.D.1.e.4, correct as follows: Centerline of wrist pin to crown: ~~1.737~~ *1.702* +/- .002"

FV

1. #5808 (Steve Oseth) Request for clarification regarding Section 9.1.1.C.3.A.9
   Clarify 9.1.1.C.3.A.9 as follows: change from:"Caster, camber, and toe in/out settings are unrestricted. Clearancing of carrier or trailing arm to eliminate binding is permitted. Offset suspension bushings and alternate locating spacers are permitted" to: "Caster, camber, and toe in/out settings are unrestricted. Offset *link pin* suspension bushings and alternate locating spacers are permitted. Clearancing of *the link pin* carrier *and/*or trailing arm*s* to eliminate binding is permitted. *No other modifications to the link pin carrier are permitted."*

Grand Touring
GT

1. #5866 (Michael Heintzman) Open cars / windshield requirements (GT2-GTL)
   Replace 9.1.2.F.3.C.3 in its entirety as shown below; renumber as subsection 2, renumber subsection 4 as subsection 3.

   ~~Windshield – Open Cars: The windshield and all side and rear glass on open cars shall be completely removed, including all mounting brackets and fixtures, and a suitable windscreen installed.~~

   ~~Said windscreen shall be made of a transparent material and shall not exceed the height or width of the original windshield/screen. The replacement windscreen shall be fitted within the vertical planes of the frontmost and rearmost elements of the original windshield/screen.~~

   with

   Open cars must remove the windshield glass, door window glass, quarter window glass, rear glass, vent glass, frames/channels and all mounting brackets. Window winding mechanisms can be removed. A replacement windshield must be installed. The replacement windshield must be fitted within the vertical planes of the front most and rear most elements of the stock windshield and frame. The replacement windshield must not exceed the height or width of the stock windshield and frame. Any portion of the windshield that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement windshield can be constructed of glass.

   [This language from the PCS is clearer, but is no different in intent.]

GT2

1. #6277 (CRB) Porsche 996 Cup car - Delete VTS sentence
   In 9.1.2, GT2, Porsche 996 Cup, delete from Notes: "~~Updating and backdating is allowed after the factory Vehicle Technical Specifications (VTS) document is updated and approved.~~"

2. #4876 (Michael Mills) Classify Porsche 997 GT3 Cup Car in GT2
In 9.1.2, GT2, add the Porsche *997 GT3 Cup* to the existing 996 GT3 Cup specification line, model years *2006-2009, 2 DR, RWD, 92.7*. Add to Notes: "*No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios:* Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31; *997 required gear ratios:* Crown wheel and pinion 8/32; 1st gear 12/38, 2nd gear 15/32, 3rd gear 18/31, 4th gear 20/28, 5th gear 23/26, 6th gear 29/27."

In 9.1.2, GT2, Porsche engines, change last entry as follows: ~~3595~~ to *3598*, ~~2730~~ to *996: 2730/997: 2900*. In Notes: from "~~Porsche Cup car only~~." to "*996 and 997 Porsche Cup cars only. 997 Porsche Cup car must use 62mm flat plate restrictor; See Appendix F. Flat Plate Intake Restrictor, except last bullet. Mount as supplied.*"

3. #5743 (Ken Muth) Classify Nissan VG33
In 9.1.2, GT2, Nissan engines, add *VG33E, DOHC, 91.5 x 83.0, 3275, Aluminum Crossflow, 4, 37mm SIR, 2280*

4. #6363 (CRB) Correct error in Nissan VG30 specification
In GT2, Nissan engines, VG30, Notes, delete "~~Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.~~"

GTL

1. #6253 (CRB) Correct omission in GTL wing rule
In 9.1.2.F.4.b.14, change as follows: "The maximum width of the entire single element, flat plane wing assembly *(wing element, endplates, and mounting hardware)* is 56.0 inches, but it may be no wider than the bodywork including fender flairs."

2. #6283 (CRB) Correct BLMI 1296 and 1493 Notes
In 9.1.2, GTL, BLMI engines, 1296cc and 1493cc, delete Notes: ~~RWD Mini (all) add 50 lbs.~~

Improved Touring

ITA

1. #5407 (John Pacey) Classify 2002-2006 Acura RSX Base Model in ITA

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Acura RSX (base) (2002-2006)	*4 cyl DOHC*	*86.0 x 86.0 1998*	*(I) 35.0 (E) 30.0*	*9:8*	*101.2*	*16*	*3.27, 1.88, 1.21, 0.92, 0.74*	*(F) 262 x 21 Vented Disc (R) 260 x 9 Solid Disc*	*2840*	

ITB

1. #4068 (Charles O'Toole) Adjust weights to match recent correction to MR2
In 9.1.3, ITB, Toyota FX-16 (1987), change weight from ~~2445~~ to *2330*.
In 9.1.3, ITB, Toyota Corolla GTS (84-87), change weight from ~~2475~~ to *2380*.

2. #4245 (Dave Gran) Classification request utilizing the updated process
In 9.1.3, ITB, Honda Accord Lxi 12V Coupe & HB (86-89) and Honda Accord SE-i (1989), change weight from ~~2550~~ to *2650*.

ITR

1. #3681 (Josh Sirota) Consider reducing weight of E36 328i
In 9.1.5, ITR, BMW 328i/is E36 (96-99) and BMW Z3 2.8L Coupe & Rdstr. (97-98 only), change weight from ~~2765~~ to *2740*.

Super Touring

1. #5941 (Greg Amy) Editorial Changes
Delete 9.1.4.N.11 in its entirety.

Change 9.1.4.1.G.3 as follows:
"*Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs*

The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.

Alternate control arms permitted."

Change 9.1.4.2.F.2 as follows:
"*Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs.*

The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.

Alternate control arms permitted."

2. ~~#~~6061 (Greg Amy) Clarify Rotary Engine "Street Port"
In 9.1.4.G.14, clarify as follows: "The intake manifold *on piston engines* may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s)."

In 9.1.4.1.E.4, clarify as follows: "The intake and exhaust ports *on piston engines* may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting."

In 9.1.4.1.J, change second "~~Mazda RX-7~~" to "*Mazda RX-7 20B*" and change Notes from "~~20B 3 rotor street ported engine permitted.~~" to "*Engine may be Street Ported; contact SCCA Technical Services for details.*"

In 9.1.4.2.D.3, clarify as follows: "The intake and exhaust ports *on piston engines* may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting."

In 9.1.4.2.I.1, change as follows: "The 13B may be ~~s~~*S*treet ~~p~~*P*orted*; contact SCCA Technical Services for details.*"

In 9.1.4.3.D.3, clarify as follows:"Manifold and cylinder head port matching *on piston engines* is permitted."

STO
1. ~~#~~5990 (August Yeager) general category of project car- needs LS spec line for STO
In 9.1.4.1.J, add the following classifications:
Pontiac Fiero (Stock OEM LS3)/6200/3110///Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.

Pontiac Fiero (LS3)/6200/3350///.

STU
1. ~~#~~6219 (Greg Amy) Correction: Turbo Inlet Restrictor
In 9.1.4.2.I.2, change "~~compressor inlet restrictor~~" to "*turbo inlet restrictor*".

Production
None.

American Sedan
None.

Showroom Stock
1. ~~#~~6251 (CRB) Clarify the use of specified kits
In 9.1.7.E, add the following to the first paragraph: "*Where a kit or option is permitted on a specification line, all of the listed parts must be used.*"

Spec Miata
None.

Sports Racing
None.

Touring
1. ~~#~~6252 (Club Racing Board) Clarify use of kits
In 9.1.10.C.4.a, add the following at the end: "*Where a kit or option is permitted on a specification line, all of the listed parts must be used.*"

Spec MX-5
None.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Elivan Goulart-Ademir Fedumenti vs. SOM COA Ref. No. 11-17-NE
September 13, 2011

FACTS IN BRIEF
On August 13, 2011 following the Saturday National Race at the Tri-Region Double National Races at Pocono Raceway, Michael Collins, entrant for SM #44 driven by Steve Gorriaran on August 13, 2011, and David Delgenio, entrant for SM #04 to be driven by Steve Gorriaran on August 14, 2011, protested Elivan Goulart, driver of SM #70, citing mechanical violations. The protest called for a complete engine teardown including checking the ECU. All participants in the protest agreed to a teardown bond of $4500.00 and that the teardown and inspections would be conducted at Rossini Racing Products in New Jersey. The protested car was impounded, but was allowed to compete in the Sunday National Race (11-N-1672-S). Following the race, the car's engine was placed in a sealed crate under observation of the event officials and transported to the Rossini Racing Products shop.

Under the observation of an SCCA Steward and Tech Inspector at Rossini Racing Products, all listed engine components were removed, inspected, and, with the exception of the ECU which could not be tested there, found to be compliant. The ECU was released to Mr. Rossini who shipped the ECU to his North Carolina facility, tested the part and found the ECU to be compliant. The ECU shipment and testing were done outside the custody and/or observation of any member of the Stewards of the Meeting (SOM) or SCCA Technical Inspectors from the event.

Following receipt of the test results, the SOM Chairman called Mr. Goulart and advised that all parts, including the ECU, were compliant and that a ruling on the protest was forthcoming. The SOM Chairman then contacted the protestors and provided the same information. Upon learning the test results, the protesting parties reminded the SOM Chairman that their protest had specifically requested the ECU and camshafts be tested by SCCA's Club Racing Technical Staff.

The Chairman then reconvened the SOM and they decided to ask Mr. Rossini to ship the ECU and camshafts to SCCA Technical Services for further testing. The SOM Chairman informed Mr. Goulart that they were rescinding the original decision and asking for additional tests on the ECU and camshafts. Mr. Rossini shipped the ECU and camshafts direct from his facility in New Jersey to SCCA Club Racing Technical Services in Topeka. No SOM or any other event official was involved in inspecting the parts or shipping same to SCCA Technical Services. Tests conducted at SCCA Technical Services found the camshafts compliant, but the ECU was found non-compliant.

The SOM, George Bloeser, John Deonarine, Kyle Disque, Joe Willer and Timothy Meddaugh, Chairman, then issued a new ruling that upheld the protest, disqualified Mr. Goulart from the August 14, 2011, race (Sanction #11-N-1672-S) and assessed 4 penalty points to his competition license. Mr. Goulart appealed the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 1, 2011 to review, hear and render a decision on the appeal.

DOUCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter and photos from Ademir Fedumenti received August 26, 2011.
2. Amended appeal letter and photos from Elian Goulart, received September 1, 2011.
3. Email and photos from John Bauer, SCCA Technical Services received August 25, 2011.
4. Pocono Observer's Report, received August 29, 2011.
5. Email from John Nesbitt, Driver Advisor, received August 27, 2011.
6. Emails from Michael Collins, Protestor, received August 29 and September 1, 2011.
7. Email for John Bauer, SCCA Technical Services, received August 29, 2011.
8. Fax from Timothy Meddaugh, Chairman SOM, received August 30, 2011.
9. Email from Terry Ozment, SCCA Club Racing, received August 30, 2011.
10. Email from Walter Huber, Chief Steward, received August 30, 2011.
11. Emails from Eunice Gerstein, Registrar, received August 30 and 31, 2011.

FINDINGS
The SOM actions in establishing a teardown/inspection bond were in accordance with GCR 8.3.3.A. (Setting a Bond). The SOM actions were also in accordance with GCR 8.3.3.B. (Conducting an Inspection) and 8.3.3.F. (Preserving Evidence) in monitoring the disassembly and inspection of the engine at Mr. Rossini's facility in New Jersey. Results from the inspections and tests performed by Mr. Rossini and staff determined conclusively that all parts (except the ECU which was not tested at that facility) were in full compliance with the applicable sections of the GCR.

When the SOM allowed the ECU to be shipped to North Carolina, the chain of evidence was broken. The SOM action in

releasing the ECU to Mr. Rossini and permitting him to conduct a test that was not observed by a duly appointed SCCA official was not in accordance with GCR 8.3.3.B. and 8.3.3.F. The SOM further exacerbated the issue by directing that Mr. Rossini ship the ECU and camshafts to SCCA Club Racing Technical Services staff for additional testing. The SOM can neither confirm the veracity of original the test on the ECU or that the tests were performed on the ECU that was removed from Mr. Goulart's car.

The COA in no way wishes to impugn the integrity of Mr. Rossini's actions or the actions of SCCA's Technical Services staff. The COA is confident that both entities performed their ECU testing operations in a forthright and competent manner, but the evidence is inadmissible due to the broken chain of evidence. Therefore, the COA determines that neither test on the ECU is valid. Only the results obtained during the tests under direct supervision of the appropriate event officials at Mr. Rossini's facility in New Jersey will be considered.

DECISION
The Court of Appeals overturns the decision of the SOM. Mr. Goulart's finishing position shall be reinstated and the four penalty points shall be removed from his driving record. All engine components including the camshafts will be returned to Mr. Goulart. The ECU that was tested by SCCA Technical Services and determined to be non-compliant will be retained by SCCA Club Racing. Mr. Goulart's $4500.00 bond will be returned to him. Mr. Goulart's appeal is deemed well founded and his appeal fee, less the amount retained by SCCA, will be returned.

DISPOSITION OF PROTESTORS' TEARDOWN AND INSPECTION BOND
$500.00 of the bond was apportioned for removal, replacement, and testing of the ECU. Unfortunately, the protestors cannot be provided with a definitive answer on their inquiry. Therefore, $500.00 of the bond will be returned to them.
Because all other parts were found to be compliant with the GCR, the remaining $4000.00 apportioned to cover other costs will be used to:

1. Reimburse the SCCA Steward and Event Technical Inspector for expenses associated with their observation of the tests conducted in New Jersey.
2. Pay for disassembly, inspection, testing, and shipping costs invoiced by Rossini Racing.
3. Pay for testing services invoiced by SCCA Technical Services.
4. All funds remaining after the expenses have been met will be forfeited to Mr. Goulart.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
William Finsilver vs. SOM COA Ref. No. 11-18-NE
September 20, 2011

FACTS IN BRIEF
On August 21, 2011, following the SM,SM5 race at the Thunderbolt "Summer Thunder" regional at New Jersey Motorsports Park, William Finsilver (SM #94) was protested by Mike Collins (SM #75) for failure to leave racing room (2011 GCR 6.11.1 A-D). In addition, there were several other actions filed against Mr. Finsilver. The Stewards of the Meeting (SOM) John Bornholdt, Kyle Disque, A.G. Robbins, and Dennis Dean, Chairman, combined the actions, held a hearing, reviewed videos, interviewed both drivers and the operating steward, and reviewed statements from a number of witnesses. The SOM upheld the combined action and penalized Mr. Finsilver with a six (6) month suspension of his competition license followed by nine (9) month probation. This penalty placed six (6) penalty points on Mr. Finsilver's competition license. Mr. Finsilver appealed the SOM decision

DATES OF THE COURT
The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 19, 2011 at the SCCA National Championship Runoffs to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from William Finsilver received September 1, 2011.
2. Official Observer's Report and related documents, received September 3, 2011.
3. Email testimony from Mike Collins received September 7, 2011.
4. Email statement from John Nesbitt, Chief Steward, received September 6, 2011.
5. Videos from Dennis Dean, Chairman SOM received September 19, 2011.

FINDINGS
Multiple protests and actions were filed against Mr. Finsilver following the SM,SM5 race. The protests and one Chief Steward's Action were combined and addressed as a single action. The SOM interviewed the participants in each action and reviewed witness statements submitted by others. The SOM then reviewed in detail videos from Mr. Collins' car and one from Ken Quartuccio (SM #24). Although Mr. Finsilver had to leave the track for a business trip before the SOM reached a final decision on the action, the SOM Chairman sent him pertinent clips from the videos to view. Following its review of the extensive evidence, the SOM issued its decision with the license suspensions to commence August 21, 2011.

The COA, after careful review of the videos, finds Mr. Finsilver did not leave racing room for SM #75. In addition, the COA finds the protests were filed and heard in a timely manner and handled properly. Based on the evidence provided and the detailed report of the conduct of the SOM hearing, the COA finds the penalty is within the authority granted to the SOM and is not excessive.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Finsilver provided no new evidence, his appeal is deemed not well-founded, and his appeal fee will be retained by SCCA.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Brian Ghidinelli vs. SOM COA Ref. No. 11-19-RO
September 23, 2011

FACTS IN BRIEF
On September 22, 2011 at the 2011 SCCA National Championship Runoffs, following the 4th qualifying session for Spec Miata, Tony Coello (SM #17) protested Brian Ghidinelli (SM #12) for violation of 2011 GCR 6.11.1.A. (Physical Contact) and 6.11.1.B. (Right to racing room). The Stewards of the Meeting (SOM), Jim Green, Barbara Knox, and Robert Horansky, Chairman, met, reviewed documents, heard witnesses, watched a video, and determined that Mr. Ghidinelli violated the named GCR sections. The SOM voided Mr. Ghidinelli's qualifying times from September 22, 2011 and assessed two (2) penalty points to his competition license. Mr. Ghidinelli appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 23, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of appeal from Mr. Ghidinelli, received September 23, 2011.
2. SOM report and related documents, received September 23, 2011.
3. Testimony of Brian Ghidinelli, received September 23, 2011.
4. Telemetry data and video supplied by Mr. Ghidinelli, received September 23, 2011.
5. Road America track video, received September 23, 2011.

FINDINGS
The COA reviewed all the documents and witness statements submitted to the SOM, interviewed Mr. Ghidinelli, reviewed his video and telemetry data, and reviewed the Road America track video. All the evidence supported the SOM ruling that the contact was avoidable.

DECISION
The Court of Appeals upheld the decision of the SOM in its entirely. Mr. Ghidinelli's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Steve Gorriaran vs. SOM COA Ref. No. 11-20-RO
September 23, 2011

FACTS IN BRIEF
On September 23, 2011 at the 2011 SCCA National Championship Runoffs, following qualifying session #4 for Spec Miata, Jim Drago, driver of SM #2, protested Steve Gorriaran, driver of SM #44, for violation of 2011 GCR Sections 6.11.1.D. (Blocking), 2.1.4. (Reckless and dangerous driving), and 2.1.7. (Unsportsmanlike conduct). The Stewards of the Meeting (SOM), Kevin Coulter, Ken Patterson, and Earl Hurlbut, Chairman, held a hearing and found Mr. Gorriaran in violation of the specified charges. The SOM penalized Mr. Gorriaran two (2) grid positions which assessed two (2) automatic penalty points to his competition license. Mr. Gorriaran appealed the SOM decision.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Steve Harris, Rick Mitchell and Jack Marr, Chairman met on September 23, 2011 to review, hear and render a decision on the appeal. Regular members Michael West and Jack Hanifan recused themselves from hearing this case.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Steve Gorriaran received September 23, 2011.
2. Witness Statement from Jim Drago received September 23, 2011.
3. Testimony of Steve Gorriaran heard September 23, 2011.
4. Testimony of Jim Drago heard September 23, 2011.
5. Testimony of Earl Hurlbut, Chairman of the SOM, heard September 23, 2011.
6. In-car video from Steve Gorriaran received September 23, 2011.
7. Telemetry from Jim Drago viewed September 23, 2011.

FINDINGS

After reviewing all evidence, and hearing personal testimony, the COA determined that Mr. Gorriaran did make deliberate moves on the front straight that were ill advised and dangerous. The moves were inconsistent with Mr. Gorriaran's explanation that he was warming his tires. While Mr. Gorriaran did provide opportunity for Mr. Drago to pass prior to the front straight, it does not excuse abrupt moves that endanger other drivers.

DECISION

The Court of Appeals upheld the decision of the SOM, but modified the SOM penalty. Mr. Gorriaran's qualifying times and his grid position were restored. The COA placed Mr. Gorriaran on probation for five (5) event days beginning with the September 24, 2011 SM race at the Runoffs. The two (2) penalty points assessed to Mr. Gorriaran's competition license by the SOM were rescinded and replaced with three (3) automatic penalty points for the Probation.

Mr. Gorriaran's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
David Pintaric vs. SOM COA Ref. No. 11-21-RO
September 24, 2011

FACTS IN BRIEF

Following the STO race on September 24, 2011 at the 2011 SCCA National Championship Runoffs, David Pintaric, driver of STO # 40 was protested by Rob May, Crew, for STO #70, for violation of 2011 GCR sections 6.11.1.A. (Avoiding physical contact) and 6.11.1.D. (Responsibility of overtaking driver). The Stewards of the Meeting (SOM) Tom Brown, JoAnne Jensen, and Gary Meeker, Chairman, held a hearing and found Mr. Pintaric in violation of the specified charges. The SOM penalized Mr. Pintaric by moving him to last in class, placed him on probation for four (4) SCCA Club racing sanctioned events and assessed three (3) penalty points to his competition license. Mr. Pintaric appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 24, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from David Pintaric received September 24, 2011.
2. SOM Decision including Letter of Probation received September 24, 2011.
3. Witness Statement from David Pintaric received September 24, 2011.
4. Witness Statement from Rob May received September 24, 2011.
5. Witness Statement from Jerry Onks, driver of STO #96, received September 24, 2011.
6. Witness Statement from Andrew Barron, Safety Steward received September 24, 2011.
7. F&C Communication Log received September 24, 2011.
8. Testimony of David Pintaric heard September 24, 2011.
9. Testimony of Gary Meeker, SOM Chairman, heard September 24, 2011.
10. Incident Report filed by Andrew Strickland, Safety Steward, received September 24, 2011.
11. In-car videos from Joe Koenig (STO #70), Mr. Pintaric, and Mr. Onks received September 24, 2011.
12. Two (2) Road America track videos viewed September 24, 2011.

FINDINGS

The protest against Mr. Pintaric was prompted by an incident at Turn 12 on the first lap of the STO/T1 race resulting in a full course yellow. The COA reviewed the videos and testimony considered by the SOM. The COA also was able to view a video from the Road America Control Room that was not available to the SOM which provided a different view of the incident. This video showed that the cars involved entered the corner side by side and the contact occurred after the apex. The COA determined that the drivers had shared responsibility for the contact.

DECISION
The Court of Appeals overturned the decision of the SOM, restored Mr. Pintaric's finishing position, and rescinded his probation and any points placed on his competition license. Mr. Pintaric's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Stephen Gorriaran vs. SOM COA Ref. No. 11-22-RO
September 25, 2011

FACTS IN BRIEF
Following the Spec Miata (SM) race on September 24, 2011 at the 2011 SCCA National Championship Runoffs, Operating Steward Laurie Sheppard filed a Request for Action (RFA) to investigate contact on the first lap at Turn 8 between Jim Drago (SM #2) and Steven Gorriaran (SM #44) causing car #2 to spin. The RFA also requested investigation of an alleged incident at Victory Circle involving Mr. Gorriaran and noted that he was currently on probation (Runoffs Protest Action #43; COA 11-20-RO). Following the race, Mr. Gorriaran filed four protests, three of which were against Mr. Drago.

The Stewards of the Meeting (SOM) Leland Miller, John Nesbitt, and Gloria Dickerson, Chairman, met and combined the RFA and the three protests against Mr. Drago into one action. The SOM interviewed Chief Steward Jim Rogaski, Mr. Drago and Mr. Gorriaran, reviewed the F&C logs, reviewed witness statements from four (4) flaggers near the Turn 8 incident; and viewed the Speedcast video of the race. Following their investigation, the SOM concluded that Mr. Gorriaran was responsible for the contact at Turn 8 (GCR 6.11. - Rules of the Road) and displayed unsportsmanlike conduct (GCR 2.1.7. - Acting in an unsportsmanlike manner) at Victory Circle. In addition, the SOM disallowed Mr. Gorriaran's protests against Mr. Drago as being unfounded and unsportsmanlike, and retained the protest fees.

The SOM disqualified Mr. Gorriaran from the SM race and suspended his competition license for twelve (12) months. This penalty excludes Mr. Gorriaran from participating in the 2012 SCCA National Championship Runoffs and assesses six (6) automatic penalty points to his competition license. The SOM also recommended that the Northeast Division Executive Steward conduct a driver review of Mr. Gorriaran. Mr. Gorriaran appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on September 25, 2011 to review, hear, and render a decision on the Appeal. Regular member Jack Hanifan recused himself from hearing this case.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Steven Gorriaran's letter of appeal plus his protests, received September 25, 2011.
2. RFA and Witness Statement from Operating Steward Laurie Shepppard received September 25, 2011.
3. Summary of SOM deliberations received September 25, 2011.
4. Four (4) F&C corner reports received September 25, 2011.
5. Two (2) F&C Race Logs received September 25, 2011.
6. T&S Final Grid and Preliminary Race Results received September 25, 2011.
7. Witness Statement from Chief Steward Jim Rogaski received September 25, 2011.
8. Testimony and Witness Statement from Steven Gorriaran received September 25, 2011.
9. Testimony and Witness Statement form Sammy Valafar, driver of SM #78, received September 25, 2011.
10. Two (2) Witness Statements from Jim Drago received September 25, 2011.
11. Witness Statement from Ademir Fedumenti, Entrant for Elivan Goulart (SM #76), received September 25, 2011.
12. Witness Statement, from Tony Russo, Victory Circle photographer, received September 25, 2011.
13. In–car video from Mr. Gorriaran received September 25, 2011.
14. Speedcast video viewed September 25, 2011.

FINDINGS
The COA reviewed all the evidence in the combined actions addressed by the SOM. Mr. Gorriaran presented his in-car video as new evidence which the COA reviewed along with the Speedcast SM race video. The COA also interviewed Gloria Dickerson, SOM Chairman, plus an additional witness requested by Mr. Gorriaran.

The Court of Appeals determined that Mr. Gorriaran was responsible for the contact at Turn 8 and that his conduct both on and off track was inappropriate. The COA also determined that the penalty issued by the SOM was within their authority and that the SOM handled the RFA correctly.

DECISION
The Court of Appeals upheld the decision of the SOM in its entirety. The COA determined that Mr. Gorriaran's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Sammy Valafar vs. SOM COA Ref. No. 11-23-RO
September 25, 2011

FACTS IN BRIEF
Following the Spec Miata race at the 2011 SCCA National Championship Runoffs on September 24, 2011, Robert Corbitt, Assistant Chief Steward for Tech, filed a Chief Steward's Action (CSA) disqualifying Sammy Valafar, SM #78, for violating 2011 GCR Section 9.1.8.C.4.a.1. (shocks). Mr. Valafar protested the CSA. The Stewards of the Meeting (SOM) Kevin Coulter, Ken Patterson, and Earl Hurlbut, Chairman, heard witnesses, reviewed documentation, observed a retest of the shock absorbers, verified the test was properly conducted, and established that the non-compliant results were repeated. The SOM upheld Mr. Valafar's disqualification. In addition, the SOM barred Mr. Valafar from entering the 2012 SCCA National Championship Runoffs, placed him on probation for ten (10) events and assessed four (4) automatic penalty points to his competition license. Mr. Valafar appealed the SOM decision.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 25, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Sammy Valafar received September 25, 2011.
2. Handwritten and verbal testimony from Sammy Valafar received September 25, 2011.
3. Testimony from Earl Hurlbut, Chairman, SOM, received September 25, 2011.
4. Testimony from Dennis Dean, ACS Tech, received September 25, 2011.
5. Testimony from Ken Patterson, SOM member, received September 25, 2011.

FINDINGS
Following the Spec Miata race, shock absorbers from the top five finishers were removed and tested using a shock dynamometer. Dennis Dean, ACS for Tech, testified that the dynamometer was confirmed as the same instrument used by SCCA to develop specifications for the Bilstein shock absorbers listed in 2011 GCR Section 9.1.8.C.4.a.1. Mr. Dean stated that prior to conducting the tests, the dynamometer was calibrated and then checked using a new stock Bilstein shock absorber supplied by Mazda Motorsports. Three (3) of Mr. Valafar's shocks exceeded the allowed specifications and were declared non-compliant. Mr. Valafar requested and was granted an opportunity to witness a retesting of his shocks. The reference shock was again tested and confirmed the dynamometer was still correctly calibrated. The reference shock and Mr. Valafar's shocks were all at the same ambient temperature for the retest. Mr. Valafar's shocks again failed the test. During their hearing, the SOM also requested and observed a retest of the shocks and again Mr. Valafar's shocks exceeded the specifications and failed the test.

Mr. Valafar presented written testimony he had obtained from the technician he used to tune his shock absorbers. Mr. Valafar admitted he obtained the shocks from Mazda Motorsports and then sent them to a third party for testing and tuning prior to using them in the race. He asserted that, according to his shock technician, SCCA's testing method was not the industry standard and the shocks were not tested at the correct temperature.

Based on the testimony and the repeated results, the COA did not agree with Mr. Valafar's assertion that the testing method was flawed. His argument was deemed without merit and not accepted.

DECISION
The Court of Appeals upheld the decision of the SOM in its entirety. The COA determined that Mr. Valafar's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mike Burke vs. SOM COA Ref. No. 11-24-SE
October 10, 2011

FACTS IN BRIEF
On August 28, 2011, Mike Burke (SRF #24) protested the provisional results of the Daylight into Dark CCPS race (Group 6 enduro) held at Charlotte Motor Speedway on August 20, 2011. After the race ended, the on-track leader (confirmed by Timing and Scoring records as car #32) was penalized with loss of 25 finishing positions for violation of the CCPS pit stop rule. In his protest, Mr. Burke asserted that the penalty against #32 resulted in car #99 being the true leader of the race inasmuch as car #99 crossed the finish line at the conclusion of his 24th lap after expiration of the 45 minute time limit. Mr. Burke stated the race

should have been declared final with the 24th lap and any changes in position on the 25th lap should not count. He cited SCCA 2011 GCR 6.10.4.C. to support his argument.

The Stewards of the Meeting (SOM) Clyde Kiser, Morris Pendleton, and Robert Mayes, Chairman, held a hearing, accepted the protest as timely, and reviewed statements and data from witnesses. The SOM concluded that car #32 completed its 24th lap prior to the expiration of the 45 minute time limit and, as the leader at that time, was properly given a checkered flag at the completion of its 25th lap. The SOM disallowed Mr. Burke's protest.

Mr. Burke appealed the SOM decision.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 20 and 21, 2011 at the SCCA National Championship Runoffs and on October 6, 2011 by conference call to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Mike Burke received September 20, 2011.
2. Official Observer's Report and related documents, received October 6, 2011.
3. Testimony and T&S records from Anna Crissman, Chief of T&S, received September 21, 2011.
4. Email statement from Robert Mayes, Chief Steward, received October 10, 2011.

FINDINGS
After careful review of all of the evidence, information supplied by the SOM, and additional information supplied by the Chief of T&S, the COA agrees with the SOM's determination that car #32 was the race leader at the conclusion of its 25th lap and was properly given the checkered flag. This time also was the earliest opportunity following expiration of the race's 45 minute time limit.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Burke provided no new evidence, his appeal is deemed not well-founded, and his appeal fee will be retained by SCCA.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Sept. 28, 2011

The Solo Events Board met by conference call September 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, and Brian Harmer of the National Staff; BOD member John Walsh. These minutes are presented in topical order rather than the order discussed.

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

GENERAL

- Nominations are requested for the Divisional of the Year award. The description of this award is as follows: presented to the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor.
- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- Nominations are open for the Rookie of the Year and Driver of the Year awards. Descriptions of these are as follows:
  - Rookie of the Year: presented for an outstanding performance at a first Solo National Championship by a driver with limited competition experience.
  - Driver of the Year: presented to the Solo driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship.

RECOMMENDED TO THE BOD

The following previously-published rule change proposals have been recommended to the BOD:

GENERAL

ITEM 1) Delete Sections I.2.B thru G which outline Divisional Solo Stewards responsibilities.

Add to I.2:

"*Administer Solo events between regions (Inter-Regional events). Inter-Regional events may include regions in different Divisions. Inter-Regional events will be conducted using the mandatory rules listed in Section 1.1*."

Delete:

"4.2.C.2. Eligibility to enter the Solo National Championship is limited to persons having competed in either a Divisional Solo or a Solo National Tour event in the previous twelve months, current National Solo Champions, or event officials as listed in Section 5 of either a Divisional Solo or a Solo National Tour event conducted in the previous twelve months. A waiver of these eligibility requirements may be granted, upon showing of reasonable cause, by the SEB. All requests for waivers must be received in writing by the Solo Department by the date specified in the Supplementary Regulations and accompanied by a check or money order in an amount which is twice the current National Tour event entry fee, payable to SCCA. The fee will be held by the National Office and earmarked for Divisional Solo program use."

Delete references to Divisional Solo events in the following sections:

I.1.4; I.6.2.F; 1.1, 1.3.2.D.4; 1.5.H; 3.1; 3.7.H; 4.1.B; 4.8.A; 5.1; 5.1.A; 5.3.C; 6.1; 6.8.D; 6.9; 7.7; 7.8; 7.10; 8.2.1; 8.4; 13; Appendix A, pg. 159; Triad Award, pg. 343.

Delete the first sentence in 1.4.3 and Appendix E.IV.

Delete 1.4.2, 7.2.2, 4.2.B.

Rewrite section 1.2.8:

"1.2.8 *Inter-Regional Solo Event*

An Inter-Regional Solo Event is primarily planned and administered by a DSS using the broad policy guidelines of the SEB with assistance from the SCCA Solo Department.

FasTrack September 2011

ITEM 2) Change section 1.3.2.D:

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

1. is no younger than twelve (12) years old;
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet;
4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.

In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. ~~Passengers are not~~

~~allowed during competition rums in Divisional, National Tour, and National Solo events.~~ *The only passengers who may be allowed during competition runs in National Tour and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their driver's license requiring a passenger.*"

FasTrack May 2011

ITEM 3) In Section 3.1, under "Rollover Potential Guidelines," add:

"As an alternative to SSF, the U.S. Department of Transportation's Rollover Rating may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable."

FasTrack September 2011

ITEM 4)

Modify 4.1.D to read as follows:

"D. The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat. *For this purpose the event organizer is defined as:*

Regional event: event chairman or region Solo chairman
Divisional Event: Host Region RE or Divisional Solo Steward
National Tour and Championship events: Committee of Vice President of Rally/Solo, Event Chairman and SEB Chairman
Pro Solo: Vice President of Rally/Solo or designee."

Add a new paragraph to 8.3.9 Notifications as follows:

"If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the PC Chairman will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty, background information, and any appeals to the NAC."

Change 10.8 to read as follows:

"10.8 PUBLICATION AND EFFECT OF DECISION

The SCCA will distribute all final NAC decisions, including the names of all parties concerned. Persons, entrants or organizations referred to in each said decision s hall have no right or action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the AC shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the AC shall be effective immediately as stated in its decision. *If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the NAC will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty."*

FasTrack June 2011

ITEM 5) Change the third paragraph of 6.10:

"All vehicles in classes subject to weight requirements and in trophy positions as determined by the official results will be weighed. If there is any question about compliance with weight requirements, the vehicle ~~must~~ *will* be weighed in both directions ~~and the scales should be recalibrated with test weights~~."

FasTrack June 2011

ITEM 6) Change section 9.4.1 Penalties to read as follows:

"9.4.1 Penalties

The penalties in increasing order of severity are as follows:

9.4.1.1 Reprimand

A reprimand against an SCCA member shall be noted in the official results of the event

9.4.1.2 Time or Position

Penalties expressed as addition of time or loss of finishing position may be imposed.

9.4.1.3 Disqualification from Competition

Disqualification from competition may be imposed on an entrant, driver, or car.

9.4.1.4 Probation

Probation of SCCA Solo competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA Solo event, until such time as it is lifted.

9.4.1.5 Suspension

Suspension of SCCA Solo competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA Solo event until such time as it is lifted.

9.4.1.6 Expulsion from SCCA

Expulsion from the SCCA may be imposed as provided by the SCCA by-laws."

FasTrack June 2011

ITEM 7) Change section 11 to read as follows:

"11. AWARDS

A. Awards shall be ~~presented~~ *awarded* to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof (e.g., six awards for 18 entrants).

B. At the Solo Nationals, a National Championship award will be presented when a competitor competes in a National Championship eligible class which has 3 or more participants."

FasTrack June 2011

SAFETY

ITEM 8) Add a new subsection to 1.3.2 Other Operating Requirements:

"U. Competitors are responsible for using proper support (e.g. jack stands or other similar means) to safely support a raised vehicle if any person is underneath the car."

FasTrack June 2011

STOCK

ITEM 9) Change 13.2.H to read as follows:

H. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. *Stock rollover hoops and covers may be removed if the resulting installation meets the Basic Design Considerations of Appendix C. The total weight of components added must not be less than that of components removed*.
2. Roll cages may be added; it is strongly recommended that roll cages be constructed according to the GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame, or has bracing both fore and aft of the main hoop."

FasTrack March 2011

ITEM 10) Change 13.7 to read as follows:

"13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of *a single* anti-roll bar and supporting hardware (brackets, end links, bushings, etc.) is permitted.

B. Substitution, addition, or removal of an anti-roll bar may serve no other purpose than that of an anti-roll bar.

C. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

D. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

FasTrack June 2011

ITEM 11) - Change 13.8.E as follows:

"*If offered by the manufacturer for a particular model and year*, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification."

FasTrack June 2011

ITEM 12) Move to SS from exclusion list:

Dodge Viper (2008-09)
Porsche 911 GT3 (997chassis, non-RS)

FasTrack August 2011

ITEM 13) Move to DS:

Chevrolet Camaro (V6) ('10-'11) – From GS
Dodge Challenger (V6) ('09-'11) – From GS
Hyundai Genesis Coupe (V6) ('10'-11) – From FS
Infiniti G35 Coupe – From FS
Infiniti G37 Coupe – From FS

FasTrack May 2011

ITEM 14) Move to DS from CS:

Mini Cooper S JCW (2006-'11)

Mini Clubman S JCW (2009-'11)

FasTrack July 2011

ITEM 15) Move to GS from BS:
BMW 325i & 325is ('87-'91)
BMW 325ix ('88-'91)

FasTrack March 2011

STREET TOURING

ITEM 16) Replace first paragraph of 14.0 with:

"The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use."

Replace 14.6.A with the current wording of 14.6.E and remove the words "STX and STU".

Remove the Appendix F clarification under Street Touring titled "Emissions System".

Change 14.10.F to read as follows:

"F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. *Traction control parameters may not be altered*. *Any standard OBD communications port functionality must remain. Check Engine Lights (CEL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.*

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing
2. *Supplementary ("Piggyback") ECU may be used subject to the following restrictions:*
   a) Connects between the standard ECU and its wiring harness only.
   b) Must be plug-compatible with the standard ECU (no splices).
3. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of the engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.
4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems."

In 14.10.E, remove the ST, STS, & STR section and remove "STX, STU" from the first sentence of what remains.

In 14.10.K – Add STF to the first sentence and replace ST with STC ("STC, STS, STF – ").

FasTrack February 2011
FasTrack July 2011

Change the ST listings in Appendix A:

"Only cars which are specifically classed are eligible for competition at National Tours and the National Championships."

Street Touring FWD (STF)
Acura RSX
Acura TSX
Ford Fiesta
Ford Focus (all)
Honda CR-Z
Honda Civic (2001-2005, all)
Honda Civic (2006-2011, non-Si)
Honda Fit
Kia Forte/Koup
Mazda 2
Mazda 3
Mazda 6

MINI Cooper (non-S)
Mitsubishi Lancer (non-turbo)
Scion tC, xA, xB
Toyota Corolla (1998-2011)
Toyota Yaris
VW Golf 2.5

Street Touring *Compact (STC*)

Acura Integra (1986-2001)
Audi A4 1.8T
Audi TT Coupe and Roadster (non-quattro)
Dodge/Chrysler Neon
Ford Escort GT (1991-1996)
Ford ZX2 (1998-2003)
Honda Civic (1984-2000)
Mazda 323 GT & GTX
Mazda Protégé (1999-2003, NOC)
Mazda Protégé MP3
Nissan 240SX
Nissan NX2000 (1991-1994)
Saturn SL, SW, SC
Sentra SE-R (1991-1994)
Subaru Impreza 2.5 RS (1998-2001)
Toyota Celica (1986-2005, non-turbo)
Toyota Corolla FX16
Toyota Corolla (1984-1987)
Toyota Corolla (1988-1991)
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)
Volvo S40 (non-T5) & V40
Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

Street Touring Sport (STS)

BMW Z3 4 cyl.
Honda CRX
Honda del Sol
Mazda Miata (1990-1997, non-Torsen equipped)
Mazda RX-7 (non-turbo, NOC)
Pontiac Fiero (4-cyl)
Toyota MR2 (1985-1989, non-supercharged)
Toyota MR2 (1991-1995, non-turbo)

Street Touring Xtreme (STX)

Acura Integra Type R
Audi A3, A4, & TT Quattro
BMW 3-series (E30 chassis, including M3)
BMW 3-series (E36 chassis, non-M)
BMW 3-series (E46 chassis, non-M)
BMW 3 Series (E90 chassis, non-turbo) (2006-2010)
Chevrolet Cobalt SS (Turbo)
Chevrolet Camaro (up to 5.0L)
Eagle Talon Turbo (AWD)
Ford Mustang (up to 5.0L)
Honda Civic Si (2006-2010)
Infiniti G35
Lexus IS300
Mazda RX-8
MazdaSpeed Protégé
Mazdaspeed 3
Mazdaspeed 6
MINI Cooper S & Cooper S JCW
Mitsubishi Eclipse Turbo (AWD)
Nissan Sentra SE-R Spec V
Pontiac Firebird (up to 5.0L)
Subaru Impreza WRX (2002-2008, non-STI)
Subaru Forester XT (2003-2008)

Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)
Volkswagen R32
Volvo C30
Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

Street Touring Ultra (STU)
Audi S4
BMW 3 Series (E90 chassis, including M3) (2006-2010)
BMW M3 (E36 chassis) (1995-1999)
BMW M3 (E46 chassis) (2000-2005)
BMW 135i
Chevrolet Camaro (over 5.0L)
Ford Mustang (over 5.0L)
Mercedes CLK55 (2001-2006)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (2008-2010)
Pontiac GTO
Pontiac Firebird (over 5.0L)
Subaru Impreza WRX STI
Subaru Impreza WRX (2009-2011)
Volvo S60R
Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

Street Touring Roadster (STR)
BMW M Coupe & M Roadster (1998-2000)
BMW Z3 (non-M)(6-cyl)
BMW Z4 (non-turbo, non-M)
Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)
Honda S2000
Mazda Miata (1994-2005, non-turbo)
Mazda MX-5 Miata (2006-2009)
Mazda RX-7 (GSL, GSL-SE, GXL, 1988 GTU)
Nissan 350Z
Pontiac Fiero (6-cyl)
Pontiac Solstice (non-turbo)
Porsche 911 Carrera (3.2L) (1984-1989)
Porsche 924, 944 (non-turbo) & 968
Toyota MR2 Spyder
Saturn Sky (non-turbo)

FasTrack July 2011

STREET PREPARED

ITEM 17) Add to 15.0 a new 8th paragraph (following the Spec Miata item):
"Cars listed as eligible in and prepared to the current national B-Spec/SCC rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor B-Spec/SCC cars are permitted to interchange preparation rules. B-Spec/SCC cars may use tires which are eligible under current showroom stock rules even if they are not eligible in Street Prepared."

FasTrack August 2011

ITEM 18) Change 15.2.I.2:
"2. A spoiler may be added to the rear of the car provided it complies with either of the following:
a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.
b) It is a non-production rear spoiler which is mounted to the rear most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original body work in any direction. Alternatively, in a hatchback, the spoiler maybe mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the *original* bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."

FasTrack June 2011

ITEM 19) Add to 15.6.A:

"A single master cylinder brace may be added provided it is bolt on and serves no other purpose."

FasTrack February 2011

ITEM 20) Move to FSP from DSP:

Ford Focus SVT (2002-2004)

FasTrack June 2011

ITEM 21) Reorganize Appendix A listings as follows (classes DSP, ESP, and FSP are unchanged):

Street Prepared Class *Super (SSP)*

- Chevrolet
  - Corvette ('97-'04) (C5 Chassis)
  - Corvette ('05-'11) (C6 Chassis)
- Dodge
  - Viper
- Elva
  - Courier
- Ferrari
  - 355
  - 360
  - Dino 206 & 246 (all)
  - F430 (all)
- Ford
  - GT
- Griffith
  - (all)
- Lamborghini
  - Gallardo (2003-11)
- Lotus
  - 7 & 7A
  - Elan (RWD)
  - Elan M100 (FWD, all)
  - Europa (all)
  - Elise, Exige, & Exige S ('05-'11)
  - Elite 2+2 & Elcat
  - Esprit (4-cyl, all)
  - Esprit (V8)
- Morgan
  - V8 all
  - +4 (2138cc, all)
- Nissan
  - GT-R (R35)
- Porsche
  - 911 Turbo (AWD) '01-'11
  - 911 GT2 (996 & 997, all)
  - 911 GT3 (996 & 997, all)
- Tesla
  - Roadster ('08-'11)
- TVR
  - 4-cyl & 6-cyl (all)
  - V8 (all)
- Sports cars over 2.0L not otherwise classified. (See section 15.1.C for update/backdate limitations)

Street Prepared Class A (ASP)

- BMW
  - 128 & 135 ('08-'11)
  - 328 & 335 ('06-'11)
  - Z4 35i & 35is (Coupe & Roadster)
  - Z8
- Bricklin
- DeLorean
- DeTomaso

- Mangusta (all)
- Pantera (all)

Dodge
- Stealth Turbo

Ferrari
- 250 (non-LM)
- 275
- 308 Coupe & Spider
- 330
- 365 Daytona GTB & GTC
- 348

Jaguar
- E-type (all)

Mazda
- RX7 (‘93-’95)

Mercedes Benz
- CLK 320 & CLK 32 AMG

Mitsubishi
- Lancer Evolution XIII & IX (‘03-’07)
- Lancer Evolution X & Ralliart (‘08-’11)
- 3000GT Turbo

Nissan
- 370Z

Pontiac & Saturn
- Solstice GXP & Sky Redline

Porsche
- Boxster & Cayman (all)
- 911 Turbo ‘76-’89
- 911 Turbo (964)
- 911 Turbo (993)
- 911 (996 & 997)

Shelby
- Cobra 289

Subaru
- Impreza WRX STI (‘04-’07)
- Impreza GT, WRX, & WRX Sti (‘08-’11)

Sunbeam
- Tiger 260 & 289

Toyota
- MR2 ‘91-’95 (All)
- Supra Turbo (‘93.5-’98)

Street Prepared Class B (BSP)

Audi
- TT (1.8T, FWD & Quattro)
- TT (3.2L, Quattro)
- Quattro Turbo Coupe

BMW
- Z3M Coupe, Z3M Roadster & Z3 (6-cyl)
- M3 (E36 chassis, all)
- M3 (E46 chassis)
- Z4M Coupe, Z4M Roadster & Z4 30i

Chevrolet
- Corvette (‘53-’54)
- Corvette (‘55-’57)
- Corvette (‘58-’62)
- Corvette (‘63-’67)
- Corvette (‘68-’82)
- Corvette (‘84-’96) (all)

Chrysler
- Crossfire & Crossfire SRT6

Honda
- S2000 (All)

- Mazda
  - MazdaSpeed Miata
  - RX-7 Turbo (‘86-’92)
  - RX-8
- Nissan & Datsun
  - 240Z, 260Z, 280Z
  - 280ZX & 280ZX Turbo
  - 300ZX Turbo (‘84-’89)
  - 300ZX Turbo (‘90-’96)
  - 350Z
- Pontiac
  - Fiero (V6)
  - Firebird Firehawk SLP (‘90-’92) (3rd gen, 383cid)
  - Firebird Firehawk SLP (‘93-’02) (4th gen, 383cid)
- Porsche
  - 911 ‘65-’89
  - 911 (964 & 993)
  - 911 (non-turbo, NOC)
  - 914/6 (all)
  - 924 (all incl. Turbo)
  - 944 (all incl. Turbo)
  - 928
  - 968
- Saleen
  - Mustang S281E & Mustang (NOC)
- Triumph
  - TR-8

Street Prepared Class C (CSP)

- BMW
  - Z3 (4-cyl)
  - M3 (E30)
- Datsun
  - Roadster (1500, 1600, & 2000)
- Fiat
  - Abarth (all)
  - 124 Spider (‘75-’78) & 2000 Spider (non-Turbo)
  - 2000 Spider Turbo
- Honda
  - Civic (1.5L) ‘84-’87
  - Civic & CRX ‘88-’91
  - CRX (1.5L) ‘84-’87
- Jensen-Healey
- Lancia
  - Scorpion
- Lotus
  - Cortina
  - Elite (1216cc)
- Mazda
  - MX-5 Miata (‘90-’05)
  - MX-5 (‘06-’11)
  - RX-2 & 616
  - RX-3, RX-3SP, & 808 Mizer
  - RX-7 (non-turbo) ‘78-’85
  - RX-7 (non-turbo) ‘86-’92
- Mercedes Benz
  - 190E 16v
- Morgan
  - 4/4
- Pininfarina
  - 2000
- Pontiac & Saturn
  - Solstice & Sky
- Porsche

356 & 1600
924S & 944 (8v)
Carrera (4-cyl only)
Toyota
MR2 & MR2 Supercharged ('85-'89)
MR2 Spyder ('00-'05)
Supra ('79-'81)
Sedans over 1.7L & under 3.0L not otherwise classified.
Sports cars under 2.0L not otherwise classified. (See Section 14.1.C for update/backdate limitations.)

FasTrack July 2011

STREET MODIFIED

ITEM 22) Add new subsection 16.1.T:

"*T. Alternate subframes are allowed to facilitate motor mounting only. Suspension pickup points on the subframe must retain stock geometry. Weight of the subframe must be equal or greater than the stock unit.*"

In conjunction with the above, remove 16.1.P line which currently reads:

"These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment."

FasTrack May 2011

ITEM 23) Add to Appendix A, Class SM, Minimum Weight Calculations:

"*Solid axle RWD cars subtract 25 lbs. per liter.*"

FasTrack July 2011
FasTrack August 2011

PREPARED

ITEM 24) Add to 17.4.H:

"3. For EP cars with 2 valves per cylinder piston engines, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."

FasTrack June 2011
FasTrack July 2011

ITEM 25) Change 17.4, subsections H and J, to read as follows:

"H. For class EP, wheels up to 7" in width are allowed with no penalty.
1. Wheels greater than 7", and up to 10" in width will receive a 75 lb. penalty.
2. Wheels greater than 10" wide will receive a 150 lb. penalty.
J. For classes DP and FP, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty." (ref. #2734)

FasTrack December 2010

ITEM 26) Change 17.10.C.2:

"2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500" (one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor *shall be as follows, unless specified otherwise in Appendix A:*

a. 46mm for class FP
b. 52mm for class CP
c. Restrictor is not required for class XP"

Also change Appendix A, Prepared Class F weight formulas:

"Forced Induction, +*0.450* x displacement (cc)
AWD, +*0.100* x displacement (cc)
Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than ***2700*** lbs prior to addition of weight adjustments defined herein and in Section 17."

FasTrack August 2011

ITEM 27) Change the first sentence of 17.11.A:

"A. Vehicles prepared in excess of Solo allowances and prepared up to either the current *GT or Production rules* are permitted to compete in their respective Prepared classes."

FasTrack August 2011

ITEM 28)

Remove from Section 17.2.I (Appendix A, GP, Limited- Preparation, 2.E.4 of the 2011 rulebook):

"The driver's normal seated position may not be relocated."

Remove from Section 17.8.B.12 (Appendix A, GP, Limited-Preparation, 2.C.3 of the 2011 rulebook):

"Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment."

Remove from Section 17.8.C.4 12 (Appendix A, GP, Limited- Preparation, 2.E.2 of the 2011 rulebook):

"Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains."

Remove from Section 17.10.B.8 (Appendix A, GP, Limited-Preparation, 1.B.4 of the 2011 rulebook):

"The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical)."

Add to the Limited Prep section of 17.8.B:

"*Camber & caster may be adjusted by shims or modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1 inch of the original location*."

FasTrack September 2011

ITEM 29) Change Appendix A, Prepared Class X, Section 9.b:

"b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A, 10.a. Example: weight for a 1837cc RWD car is 1200 + (1.837 x 200) = 1567 lbs.

Engines with displacement less than 4.0 liters:

RWD: 1200 lbs + 200 lbs per liter
FWD: 1200 lbs + 150 lbs per liter
AWD: 1200 lbs + 250 lbs per liter

Engines with displacement of 4.0 liters or greater:

RWD: 1200 lbs + 180 lbs per liter
FWD: 1200 lbs + 130 lbs per liter
AWD: 1200 lbs + 250 lbs per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2,300 lbs before applicable weight adjustments.

Weight Adjustments:

Cars with engine located behind driver:	*+ 20 lbs/liter*
Cars equipped with traction/stability control:	*+ 50 lbs*
Cars equipped with active/reactive suspension:	*+ 100 lbs*
Cars equipped with ABS:	*+ 50 lbs"*

FasTrack February 2011

ITEM 30) Change in Appendix A, Prepared Class D, the weight formulas:

"Weight formulas (lbs):

Engines with displacement less than or equal to 1667cc:

1.06 x displacement (cc)

Engines with displacement greater than 1667cc:

0.91 x displacement (cc) plus 250 lbs" (ref. #2733)

FasTrack December 2010

ITEM 31) In Appendix A, Prepared Class G, Limited Preparation, combine the listings for 1984-87 Honda Civic and CRX:

Civic/CRX *& Civic/CRX Si* (1984-87) 13x6 1.07/1.30 58.8/59.1

1488cc 1490

Fuel Inj or Carb
Comp ratio to 11.0:1, valve lift to 0.390"

FasTrack June 2011

MODIFIED

ITEM 32) Add new section 18.6:

"18.6 LEGENDS AND DWARF CARS

Vehicles conforming to the US Legends Cars International racing series specifications (http://www.uslegendcars.com), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F. Bandolero and Thunder Roadster vehicles are prohibited.

Vehicles conforming to the Western States Dwarf Cars Association specifications (http://www.dwarfworld.com/WSDCA-07.html), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F."

In Appendix A, Modified Class F, add:

"D. Dwarf Cars and Legends/600Racing Cars

Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.

NOTE: If any conflict exists between the Dwarf Car Rules or US Legends Rules and the Solo Rules, the Solo Rules shall take precedence

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of 3.3 are allowed.
Any differential and rear end ratio may be used.
Any shock absorber may be used.
Any wheel up to 10" wide and any diameter may be used.
Any anti-roll bar may be used.
Engine does not need to be sealed, but must conform to the appropriate rule set.
Minimum Weight – 1250 lbs with driver.
Any air filter is allowed.
Any ballast is allowed provided it is mounted securely per Solo rules.
Any battery may be used.

Dwarf Car or Legends specific items not required are as follows:

INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.
Seatbelt harness aging requirements
Quick Release steering wheels
Fire extinguishers
Fire Retardant driver's suits and gloves
Neck Braces
Head and Neck Restraints

Current Solo Rules override Dwarf/Legends rules for the following items:

Helmets
Car Numbers
Exhaust system, muffler and tailpipe"

FasTrack May 2011

ITEM 33) In Appendix A, Modified Class B, subsection F, change:

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

1) Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.
2) Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.
3) Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
4) Flexible ground sealing is permitted on cars 66" or wider at the rear tires and which also meet a weight of 1180 lbs.

Also change the last sentence of subsection H to read:

"All cars must prepare to Formula Atlantic aerodynamic rules *as specified in F*."

FasTrack December 2010
FasTrack May 2011

ITEM 34) In Appendix A, Modified Class F, A.7, add:

"Electric water pumps may be used."

FasTrack January 2011

ITEM 35) In Appendix A, Modified Class F, add new subsection A.7 and renumber:

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

Note: This change brings the proposal into consistency with the recent CRB action regarding F5 Rotax restrictors.

FasTrack July 2011

ITEM 36) In Appendix A, Modified Class F, section C.2.j, change:

"Dry sump systems are ~~prohibited~~ *permitted*."

FasTrack January 2011

KART

ITEM 37) Change 19.1.D.1.f.2:

"2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a *25-lb* weight penalty."

FasTrack May 2011

ITEM 38) Change the first paragraph of 19.1.D.2 to read as follows:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK-FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the SCCA Solo Rules Section 19.1 and incur an additional *25 lb* weight adjustment."

FasTrack May 2011

ITEM 39) Change the class name designation of F125 to Kart Modified (KM).

FasTrack June 2011

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | Oct. 12, 2011

The RallyCross Board (RXB) met via conference call October 12. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, and Howard Duncan, Pego Mack and Brian Harmer from the National office.

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

Chairman Cashion called the meeting to order at 7:00pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): No incident reports have been received since last meeting. There were three incidents of wheels coming off vehicles during competition at the National Championship event. No incident reports have been filed. Tom Nelson requested that the related incident reports be submitted. Ken Cashion requested that Tom Nelson stay on as an advisor to the Safety Committee after his RXB term is completed. Tom Nelson accepted the request.

2. RallyCross Rules Committee (Warren Elliott): See Rules Proposal discussion/vote below in New Business.

3. National Championship Committee (Ken Cashion): See Championship discussion below in New Business.

4. Divisional Steward Liaison (Stephen Hyatt): Topics discussed during the latest Divisional Steward meeting included the National Championship and rules there. The Stewards requested that the 2012 National events be scheduled soon to facilitate Regional and Divisional level scheduling. Pego Mack requested a RXB contact with the chairman of the Divisional Stewards to discuss possible changes to leadership. Stephen Hyatt will make the necessary contacts and have options ready to discuss at the next RXB meeting.

5. Forum Activity: The forums were active prior to the National Championship but have since been quiet.

Old Business

1. Growth discussion: Tabled until November.

2. Discussion of impact of inactive committee members and plan for improvement (+ Tom Nelson's position): Ken Cashion expressed concern that the RXB won't be able to spur growth without the conduit of active and engaged Divisional Stewards. Further discussion will be tabled until the November meeting. As this is the last year of Tom Nelson's term as a member of the RXB, a search for his successor is underway.

3. Jon Burke event: Ken Cashion reported on the event. There were no incidents, and of the 30+ entries, only 10 showed for the event.

New Business

1. Discussion of National Championship event:
    - Successes / lessons / areas to improve: Few complaints received. Having two non-competing Safety Stewards worked well with problems handled quickly. Having timing results available online was a success. More BOD presence would be a positive image. Core workers were focused on their responsibilities. More details of the schedule should be included in the Supplemental Regulations. There is a need to develop language for cone displacement and other penalties for the RallyCross Rules. Expansion of Friday night activities to include the community with the test and tune and a parc exposé/class inspection.
    - The draw: There is a need to establish a distinct and transparent procedure. Howard Duncan suggested it become an entertainment element by making it public and part of the Friday night party.
    - Site search: Howard Duncan reported that a site might be available in Hallett, OK, which meetings have been scheduled. Talks with the Tulsa site owners are also planned.
    - Goals for next time / what's missing / promotion starts now: Plan to accommodate more competitors, such as running two courses simultaneously. Court of Appeals should be coordinated and online prior to event. One water truck operator at future events.
    - Parade lap for 2-driver cars: In Modified vehicles with only one seat, rules to accommodate the second driver should be developed. Further discussion tabled until next meeting.

2. Jayson Woodruff email (heavy equipment): This is regarding equipment rentals for RallyCross programs across the country. Ken Cashion suggested that equipment requirements at a site could burden and potentially curtail RallyCross program success. Howard Duncan suggested providing a list of equipment suppliers as a resource to RallyCross programs across the country, noting that price structuring tends to vary across all providers depending on demand and supply.

3. RXB discussion and vote on rules proposals: After the required membership input, the Rules Committee presented the following rules proposals to the RXB for approval. Voting results are included, with accepted proposals being referred to the BOD for final approval to the 2012 RallyCross Rules. One rule concerning fuel requirements was not submitted with the proper changes. It will be rewritten and submitted at the next RXB meeting:

   - Adding the new class of Modified Rear Wheel Drive with its consequential changes to the Modified Class structure:

     6.2.E. Rally Modified Categories

     Modified Front Wheel Drive (MF)
     Modified Rear Wheel Drive (MR)
     Modified All Wheel Drive (MA)

     PASSED. Unanimous.

   - Allowing scoops and wings in Prepared Categories:

     6.2.D.20. Addition of rear wings and hood scoops/vents is allowed provided that either 1) it is a production part which is standard or optional equipment of a US model of the vehicle or 2) it is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted. Rear wings may be removed so long as the vehicle retains any federally mandated third brake light.

     PASSED with the removal of the last sentence. Unanimous.

   - 6.3.G. (additional text proposed) A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed.

     In favor: Ricker, Blakely, Sealander, Elliott, Hyatt. Opposed: Cashion. PASSED.

     (text continued) Wheels originally designed for OHV/UTV vehicles or similar will only be allowed per the Safety Steward and event organizer's discretion. All documentation of a manufacturer's load capacity ratings for the purpose of allowance is solely the responsibility of the competitor.

     In favor: Ricker. Opposed: Cashion, Blakely, Sealander, Elliott, Hyatt. FAILED.

     (text continued) Tires offered for two, three or four wheeled motorbikes are not allowed. This includes motocross, dual-sport and ATV tires that are not designed to withstand cornering side-loads that can be generated by an automobile of substantially higher curb weight.

     PASSED. Unanimous.

   - 6.2.C.14 Rally Stock Class:

     A. For front anti-roll bars:

     1. Substitution, addition, or removal of any front anti-roll bar(s) and supporting hardware (brackets, endlinks, bushings, etc.) is permitted.
     2. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.
     3. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
     4. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

     B. Rear anti-roll bars may not be removed, replaced, or modified in any way.

     In favor: Cashion. Opposed: Blakely, Sealander, Elliott, Hyatt. Abstained: Ricker. FAILED.

- 6.2.C.14 Rally Stock Class: The front sway bar may be replaced. A replacement front sway bar may serve no other purpose than originally intended by the vehicle manufacturer and must be stock diameter for the make, model and year of the vehicle. In the case where the front sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained. Likewise, the front sway bar may not be removed if the vehicle was originally equipped with a sway bar.

  In favor: Blakely, Hyatt. Opposed: Cashion, Sealander, Elliott. Abstained: Ricker. FAILED.

- 6.2.D.21 (add section requiring catalytic converters in Rally Prepared Category) Any high flow catalytic converter(s) are allowed. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter. Vehicles not equipped with a catalytic converter as original equipment are not required to have one.

  In favor: Ricker, Blakely, Sealander, Elliott, Hyattt. Opposed: Cashion. PASSED.

- 6.2.D.22 (add section allowing the replacement of radiators in Rally Prepared Category) Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:
  1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
  2. Radiator must mount to OE radiator mounts.
  3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).

  In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.

  PASSED. Unanimous.

- (Addition of a paragraph to 5.3) M2 and M4 cars will be run during daylight hours, between sunrise and sunset.

  In favor: Elliott. Opposed: Cashion, Ricker, Blakely, Sealander, Hyatt. FAILED.

- (Change to 6.2.E.3.d, requiring all running light remain on vehicles to accommodate for low light winter event running) Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, and trim may be removed. All light must remain and must function as originally intended by the vehicle manufacturer. Side mirrors are not required.

  FAILED. Unanimous.

- (As an option to the previous two proposals, the RXB proposed the following addition to section 6.3, Vehicle/Driver Safety) 6.3.Q. All vehicles must have adequate operable forward lighting to participate in night or low light events.

  In favor: Cashion, Ricker, Blakely, Sealander, Hyatt. Abstained: Elliott. PASSED.

- 6.3.P (replace as required by the SCCA) All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

  PASSED. Unanimous.

- 6.2.C.13 (proposed rewording) Shocks/dampers may be replaced with OEM or aftermarket replacement units intended for the specific year make and model used. 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 must have no more than two separate external shock damping adjustment controls. Remote reservoir shocks are only allowed if they are exact OEM units.

  In favor: Cashion, Ricker. Opposed: Blakely, Sealander, Elliott, Hyatt. FAILED.

The meeting was adjourned at 9:23pm CDT.

Next meeting: November 2, 2011

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS COURT OF APPEALS

JUDGEMENT OF THE RALLYCROSS COURT OF APPEALS
Christy Carlson and Jim Rowland
October 9, 2011

FACTS IN BRIEF

The RallyCross National Championship Protest Committee of Stephen C. Hyatt, Brent Trail, and Jon Simmons met at the end of competition on Saturday October 8, 2011 to hear the protest from Jim Rowland, driver of car 93 in PF. The protest and $50.00 fee was received at 17:11

Mr. Rowland protested the way the course was watered and the “inequitity” to competition that it caused.

The committee decided the following-

The all the times from run group 2 for the first run will be voided. Secondly, run group two will be given an additional run on Sunday October 9, 2011.

This decision was based on the following-

1 The organizers changed the way the course was watered for run group 2 compared to the rest of the event. By allowing the water truck to finish watering the course after the parade lap and having no delay from the water truck leaving the course and the first car given the start signal, the course was in a condition which did not allow for a competitive run.

2 This was based on the past precedent from the 2010 RallyCross National Championships.

The protest committee wants to make it clear that the use of a water truck is not why this protest was found in Mr. Rowland’s favor but the inconsistent application and use of the water truck.

Mr. Rowland protest was well founded and his fee will be returned.

DATES OF THE COURT
The SCCA RallyCross Court of Appeals (COA) Charles Wright, Brent Carlson and Tom Nelson, met via phone October 9, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Christy Carlson and Jim Rowland, received Oct 9, 2011.
2. Decision from Protest Committee of October 8, 2011.

FINDINGS
Based on the facts presented, the Court of Appeals rules that the protest committee decision should stand. This is largely based on the attempt (by the protest committee) to provide competitors in the Prepared classes with as close to a similar course as possible. We agreed with that concept and believe that the only method that would be fair to all competitors is a rerun.

DECISION
The Court of Appeals dismisses Ms. Carlson’s appeal and returns it unheard. Protest fee is to be refunded.

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | Oct. 4, 2011

The *RoadRally* Board (RRB) met via conference call on Tuesday, October 4, 2011.

Attending were: Chairman; Jim Wakemen was in attendance. Members: Jeanne English, Sasha Lanz, Chuck Hanson and Lois Van Vleet were in attendance. Member: Eva Ames was not in attendance. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was not in attendance.

Chairman Wakemen called the meeting to order at 7:40 pm CST. The September 12, 2011 RRB Minutes were approved. (Hanson/Lanz)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands, NC (Feb 26) - English
Arizona, Gullible's Travails, NC (Feb 27) - English
Pittsburgh, Steele Haul, NC (May 14) - English & Ames
Pittsburgh 1, NC (May 15) - English & Ames
St. Louis, Wilderness Trail, NT (July 16) - Van Vleet
St. Louis, Daniel Boone, NC (July 17) - Hanson
CAST In Stone, NT (July 30) - Hanson
Hurdle, NGTA (Aug 13) - Lanz
Oktoberally, NC (Sept 17) - English
Badger Trails, NT (Sept 18) - Van Vleet
USRRC 2011 California, NGTA, A Course With No Name (Oct 21) - Lanz
USRRC 2011 California, NC, Highway Robbery (Oct 22) - Hanson
USRRC 2011 California, NT, Not My Fault (Oct 23) - Van Vleet
2012 Rallies
TBA, (Indianapolis June 28)

2. RRB Chairman for 2012

Discussion: Wakemen is still considering staying on for a third year. English will consider being secretary for next year.

3. New RRB Members for 2012

Discussion: We currently have three applicants for the RRB: John Emmons, Mike Thompson and Clarence Westberg. More names can be accepted before the November 7th RRB meeting. Nominees need to be approved by the BOD at their December meeting.

4. National Class Conference Call Report - Hanson

Discussion: Two proposals came up: First, use experience-based classes, within which there are no equipment classes… basically you can run with any equipment. The second was Bruce Gezon's proposal of an APP Class... running with modern equipment with the exception of 798's and 547 Alpha. Hanson added that we need to coming up with classes that will move people up faster and not using Lifetime points as classes. There is a lot of debate to consider and Hanson will put some thoughts down on paper and will send to the RRB members for review for the next RRB Meeting. More conference calls are needed for brain storming further on this subject. Wakemen added that the worst idea could trigger a good idea. Further discussion could be at the USRRC Town Hall Meeting. Pego will find out how often these conference calls can be.

5. Rulebook Status – English Summary

Discussion: The Rules committee argued that the Multiple Events proposed statement ruling should be in the Policy Manual and not in the RRR's or RFO's. English read the statement recommended from the Rules Committee. Next years Calendar person will need to contact the RRB if he/she receives a multiple event to calendar. Deena and the Calendar person should be in close communication on these events to calendar. A statement can be on the published calendar also and on the website.

6. Concerns Tracker

Discussion: Wakemen reported there are still troubles.

7. Rally Triple Annual Award

Discussion: Lanz wants RoadRally to have the same Triple Annual Award that Solo and Racing have. We currently have

USRRC Champion and National Series Championship. Maybe the third one should be a Regional or Divisional Championship. Argument was 'not all regions have a championship'. A new name for it will have to be decided for next year, not this year. 'Triple Max' or Triple Zero'? And it will have to be approved by the BOD.

8. RRB DropBox
Discussion: Lanz sent out an email on the DropBox to the RRB members. DropBox is used to drag files to the DropBox that will send to mailing members DropBox. Downside would be you can only send files, no communication or verbage connected to it. You would have to send an email to tell others that they have a file in their DropBox. This was used to send Lanz's Tool Kit files to Pego for website upload publication. This will be discussed further for use next year.

9. Photo Contest - Lanz
Discussion: Lanz thinks that from a publicity standpoint, there should be a Photo Contest again. Photos would have to be sent in next year for a 2013 Convention Award. Lanz suggested that it should be changed to include photos of interesting cars that are entered in rallies instead of cars on rallies or checkpoint photos. Awards could be given out for different categories… rally, cars, people etc. Rick Beattie might be willing to help us out. Pego suggested using judges outside of SCCA.

10. Newsletter Report
Discussion: Ames was not on the meeting... no report.

11. Forum Items
Discussion: Items reported were: Conference Call discussions. APP Class. Pego recommended that the APP Class should start at the Regional level first.

12. Applications for 2012 USRRC
Discussion: The RRB is looking for applications for the 2012 USRRC.

13. Convention 2012
Discussion: Tabled until the November meeting.

Old Business
No nominations for the Robert Ridges Award have been received yet. It does not have to be given out every year. It should be mentioned at the USRRC Town Hall Meeting in California. English will add it to the USRRC GI Schedule.

New Business
Lanz reported that Westberg contacted him wanting to create an At-Large region or The Rally Region rather than run in their own region. People who are upset with their local region rally program can opt out of their region and join 'The Rally Region'. Pego needs to take to Headquarters to see if it can be done. It would add another layer, budget expense, board members etc to the RoadRally Program. We need to find out what it would involve to get it developed. Wakemen added that anyone who is down on their region can join South Jersey Region anytime.

And eliminate DIYC's. Sanction exceptions should not be given on this rule. Further discussion is needed on the Regional level and the National level. Van Vleet added that some rally committees must have DIYC's due to limited number of control workers. This was tabled until the November meeting. English also added that the RRR's covers the use of DIYC's thoroughly and is sufficient. Nationals using DIYC's usually isn't a problem, but having DIYC's on a regional event isn't good when there are novice teams who don't know how to use them.

Next meeting – Tentative for Tuesday, November 8, 2011 at 7:30 pm CST, via conference call and pending confirmation from Pego.

The meeting was adjourned at 9:16 pm CST. (Lanz/English)

Submitted by; Lois Van Vleet, RRB Secretary.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

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
2011 Runoffs home page: http://www.scca.com/events/index.cfm?eid=3128

SOLO

Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo
2011 Tire Rack SCCA Solo National Championships home page: http://www.scca.com/events/index.cfm?eid=3022

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/events/index.cfm?eid=3263

EVENT CALENDAR: http://www.scca.com/events/

Fastrack news
official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED December 2011

BOARD OF DIRECTORS

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BOARD OF DIRECTORS MINUTES | Oct. 21-22, 2011

The SCCA National Board of Directors met in Topeka, Kansas Friday, October 21 and Saturday, October 22, 2011. The following members participated: Jerry Wannarka, Lisa Noble, RJ Gordy, Michael Lewis, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, and Marcus Merideth.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President/CEO, Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services; Doug Gill, General Manager, Technical Services; Aimee Thoennes, Executive Assistant, Peter Lyon, Risk Management.

Erik Skirmants, President of SCCA Enterprises and Tom Campbell, President of SCCA Pro Racing participated in the meeting. Bob Dowie, CRB Chairman, Jim Wheeler, Member of the CRB and Steve Hudson, SEB Chairman participated in the meeting on Saturday, October 22, 2011.

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 Chairman Wannarka.

PLANNING COMMITTEE REPORT

Planning Committee was tasked with the development of a plan to improve National Club racing. They presented a proposal including a pilot program that targeted the national club racing program. The pilot program for 2012 is for six events to be held in the following divisions: SW, MW and RM Divisions; this includes 3 of the BFG Super Tour events.

The BoD expressed support for continuing to develop this plan and for Staff to provide support. Staff was tasked with providing further details, schedules, proposed GCR changes as well as a communication package for approval at the December BoD meeting.

> **MOTION** (Kephart/Walsh) that the Board of Directors endorse the presented plan for Club Racing including the pilot series to be run in 2012 in Rocky Mountain, Southwest and MiDiv and to instruct the staff to identify waivers from the GCR and Ops Manual required to implement this pilot. Plan will be presented for approval to the Board of Directors at the December 2011 meeting. PASSED unanimously.

Chairman Wannarka extends his thanks to the Planning Committee and staff on the work done on this project over the past couple of years.

SCCA ENTERPRISES

Erik Skirmants reported that overall in 2011, Enterprises was a healthy company. Net income above 2010 at this point. Enterprises does see trends in sales of parts slowing down as people stretch out replacement intervals due to economic conditions. Dyno work and engine spec on rebuilds consistently within 1.5 HP. All Runoff's engines were within the spec. For 2012 the focus will be on Club Racing and various Pro Racing projects.

RISK MANAGEMENT

Pete Lyon updated the board on pending litigation and trademark infringement issues. He also contributed to prohibited substance revision language in GCR.

FINANCE REPORT

Richard Ehret explained that total revenues through 9 months are slightly below projected budget. Some areas such as insurance recovery and sanction fees are below budget while other areas such as sponsorship are over budget. Excellent cost control focus on operating expenses displayed by Staff. Projecting positive results for 2011 and currently working on 2012 budget.

Staff directed by BoD to look into a checks and balances system for Post Event Audit Reports and provide an update in December 2011.

MEMBER SERVICES REPORT
Colan Arnold reported on plans for 2012 Convention. Staff presented a convention format alternative for 2013 which included additional emphasis on Divisional conventions. The consensus of the Board of Directors was that the current format adequately met the needs of the organization.

Membership statistics were presented and reviewed. Colan Arnold initiated discussion about the need for membership options for those with different levels of participation as SCCA has evolved from a social club to a participation club.

> **MOTION** (Merideth/Noble) to approve implementation of multi-year membership and multi-year licensing as presented. PASSED Unanimously.

Arnold gave a status update and timeline of current projects. Data collection project update will be given to the BoD in February 2012.

SCCA PRO RACING
Tom Campbell gave an update to the board on the 2011 season for Pro Racing as well as the progress for 2012. Pro supported 8 series in 2011. Current focus is on developing the schedule for 2012. Pro will have a presence at PRI this year.

MARKETING COMMUNICATIONS REPORT
Eric Prill discussed travel and presence at SEMA, PRI and IMIS. PRI is on the same weekend as the Board's December meeting.

He discussed the success of the ALMS program Star Performer. ALMS took out an ad in latest issue of SportsCar that recognizes the 2011 Star Performers.

SportsCar for 2012 includes some digital issues. The digital issues will include FasTrack and a separate digital issue will be focused on new members and how to get involved.

A hands on review of the website was also given. Feedback has been largely positive.

RALLY/SOLO AND SPECIAL PROJECTS
Howard Duncan reported that the RallyCross National Championship participation increased 30% to 100 entries. The site worked well and the event was a success on all counts. The site has been sold and availability for next year is uncertain.

RallyCross board members are working on program development and have dedicated conference calls to address this subject. A detailed update will be given in December.

SCCA Foundation Board held a conference call this past week. Discussion on potential car raffle as fundraiser for Foundation. Discussion about SCCA archives and possible Lincoln Museum space for archives and display.

Street Survival liaison group has task oriented calls and are making progress. Plans are moving forward for Street Survival Summit at end of SCCA National Convention in 2012.

Staff met with SAE representatives at Solo Nationals. Clancy Schmidt is the project manager of the SAE "alliance". SCCA will be providing support for the Formula SAE event in Lincoln June 2012.

2011 National Solo Overview shows average attendance down 10% and total entries up. Continued to improve operationally with the capital improvements made this year. The National Championship was marginally down 1.4% 1157 to 1141. Site continues to be a draw and midseason mega event at Lincoln was a hit with 350 and 250 entrants. Operationally, ~~at~~ Nationals are continuing to improve. 2012 is 40th annual event…the season will be dedicated to promoting 40th anniversary.

Primary target in 2012 is to reemphasize the regional program. This is driven by decline in regional participation…10-15% drop in participation. At divisional meetings, we're going to do a needs assessment and work to develop training tools to assist regions with these events.

Regions tools package. New role for divisional stewards geared more towards program development.

MOTION (Walsh/Jones) to approve Solo rules package as presented Appendix A. PASSED unanimously.

Jerry Wannarka spoke on behalf of the Board of Directors thanking Steve Hudson and the SEB for their hard work.

TECHNICAL SERVICES REPORT
Doug Gill led discussion regarding volume of tech calls fielded during championship events which indicates that not everyone attends the championship events.

Article on website about B Spec Test that Doug attended…atmosphere was very positive.

The Board of Directors requested that a technical bulletin be issued regarding FIA certification and SFI recertification of head and neck devices.

CLUB RACING REPORT
Report on Runoffs was generally good feedback, some areas that had issues in 2010 improved in 2011. Registration, earlier for workers and later for drivers worked well. Champion's Row paddock space well received. Registration improvements planned for 2012. Also improvements planned for parking and radio communications. Good review of participation, worker count, what worked and what needs improvement.

Runoffs wrap-up, trophy mailing, appreciation letter, recap meeting with track, budget and revenue finalization and start planning for 2012.

Plans for 2012: GCR goes to e-copy for 2012. New drivers, drivers transferring in from other racing organizations, Stewards, and select tech personnel will get hard copy for 2012. Specialty update manuals, working on a staggered 5 year rotation plan. Plan will involve updating 2 specialty manuals for submission to the CRB each year. Specialty DAs and Executive Stewards to do the updating and once they are CRB approved, will be posted on our website. Working on B-spec plan. Exec Steward and CRB plans to use video conferencing capability in 2012. Determine 2012 Track review schedule, planning start for 2012 and for 2013 50th Runoffs.

Jerry Wannarka spoke on behalf of the Board of Directors recognizing the staff for excellent championship events this year and thanked them for their contributions.

CLUB RACING RULES CHANGES
Bob Dowie and Jim Wheeler presented the recommended rule changes see Appendix B for Club Racing on behalf of the Club Racing Board.

Jerry Wannarka spoke on behalf of the Board of Directors thanking the CRB for their hard work.

MOTION (Langlotz/Creighton) to waive GCR section 1.2 Section D in Appendix B to allow the Atlanta Region to sanction three national events in 2012 as presented in the Briefing Book. PASSED. Opposed Merideth, Gordy and Lewis. Abstained Wannarka.

MOTION (Langlotz/Creighton) to waive GCR section 1.2 Section E in Appendix B to allow the Atlanta Region to hold three national events at RoadAtlanta in 2012 as presented in the Briefing Book. PASSED. Opposed: Merideth, Gordy and Lewis. Abstained Wannarka.

MOTION (Kephart/Butler) to accept the GCR changes needed to support the Super Tour, specifically item 3.1.2 and 3.9.3 with deletion of base points. PASSED unanimously.

MOTION (Patullo/Lybarger) to delete the language in GCR Section 3.1.7 requiring Board approval for Rationals. PASSED unanimously.

There was extensive discussion about the 2.5 rule.

MOTION (Gordy/Lybarger) To suspend the 2.5 rule for 2 years (2012 and 2013 seasons) and allow the CRB, with Board approval, to manage the National classes. PASSED 9-3-1. Opposed: Langlotz, Patullo, Lewis. Abstained: Wannarka.

MOTION (Jones/Langlotz) to approve exceptions to GCR scheduling requirement in order for Houston Region, Lone Star Region and Texas Region each be allowed to hold 4 Nationals during the 2012 season. PASSED 11-0-2 Opposed none; abstained Wannarka and Noble.

MOTION (Kephart/Creighton) to approve exceptions to GCR scheduling requirement in order for Colorado Region and Continental Divide Region be allowed to hold 4 Nationals during the 2012 season. PASSED 9-0-4 Opposed none; abstained: Lybarger, Wannarka, Noble, Butler.

Gordy reported that on a conference call with the Executive Stewards there was a desire to create a compliance fee for unfunded compliance issues. The CRB was asked to look at the pros and cons of the creation and implementation of a classwide compliance fee and report back to the Board in December.

Liaison Reports
Patullo/Merideth discussed the CRB composition and plan for replacing outgoing members and advisory committee. Appointments will be made in December.

MOTION (Merideth/Lybarger) to adjourn. PASSED Unanimously.

APPENDIX A – SEB Rule Changes

GENERAL

ITEM 1) Delete Sections I.2.B thru G which outline Divisional Solo Stewards responsibilities.
Add to I.2:
"*Administer Solo events between regions (Inter-Regional events). Inter-Regional events may include regions in different Divisions. Inter-Regional events will be conducted using the mandatory rules listed in Section 1.1.*"
Delete:
"4.2.C.2. Eligibility to enter the Solo National Championship is limited to persons having competed in either a Divisional Solo or a Solo National Tour event in the previous twelve months, current National Solo Champions, or event officials as listed in Section 5 of either a Divisional Solo or a Solo National Tour event conducted in the previous twelve months. A waiver of these eligibility requirements may be granted, upon showing of reasonable cause, by the SEB. All requests for waivers must be received in writing by the Solo Department by the date specified in the Supplementary Regulations and accompanied by a check or money order in an amount which is twice the current National Tour event entry fee, payable to SCCA. The fee will be held by the National Office and earmarked for Divisional Solo program use."
Delete references to Divisional Solo events in the following sections:
I.1.4; I.6.2.F; 1.1, 1.3.2.D.4; 1.5.H; 3.1; 3.7.H; 4.1.B; 4.8.A; 5.1; 5.1.A; 5.3.C; 6.1; 6.8.D; 6.9; 7.7; 7.8; 7.10; 8.2.1; 8.4; 13; Appendix A, pg. 159; Triad Award, pg. 343.
Delete the first sentence in 1.4.3 and Appendix E.IV.
Delete 1.4.2, 7.2.2, 4.2.B.
Rewrite section 1.2.8:
"1.2.8 *Inter-Regional Solo Event*
An Inter-Regional Solo Event is primarily planned and administered by a DSS using the broad policy guidelines of the SEB with assistance from the SCCA Solo Department.

SCCA FasTrack News September 2011

ITEM 2) Change section 1.3.2.D:
"D. A passenger is allowed provided he/she:
1. is no younger than twelve (12) years old;
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet;
4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.

In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. ~~Passengers are not allowed during competition rums in Divisional, National Tour, and National Solo events.~~ *The only passengers who may be allowed during competition runs in National Tour and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their driver's license requiring a passenger.*"

SCCA FasTrack News May 2011

ITEM 3) In Section 3.1, under "Rollover Potential Guidelines," add:
"As an alternative to SSF, the U.S. Department of Transportation's Rollover Rating may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable."

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ITEM 4)

Modify 4.1.D to read as follows:

"D. The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat. *For this purpose the event organizer is defined as:*

Regional event: event chairman or region Solo chairman

Divisional Event: Host Region RE or Divisional Solo Steward

National Tour and Championship events: Committee of Vice President of Rally/Solo, Event Chairman and SEB Chairman

Pro Solo: Vice President of Rally/Solo or designee."

Add a new paragraph to 8.3.9 Notifications as follows:

"If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the PC Chairman will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty, background information, and any appeals to the NAC."

Change 10.8 to read as follows:

"10.8 PUBLICATION AND EFFECT OF DECISION

The SCCA will distribute all final NAC decisions, including the names of all parties concerned. Persons, entrants or organizations referred to in each said decision s hall have no right or action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the AC shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the AC shall be effective immediately as stated in its decision. *If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the NAC will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty."*

SCCA FasTrack News June 2011

ITEM 5) Change the third paragraph of 6.10:

"All vehicles in classes subject to weight requirements and in trophy positions as determined by the official results will be weighed. If there is any question about compliance with weight requirements, the vehicle ~~must~~ *will* be weighed in both directions ~~and the scales should be recalibrated with test weights~~."

SCCA FasTrack News June 2011

ITEM 6) Change section 9.4.1 Penalties to read as follows:

"9.4.1 Penalties

The penalties in increasing order of severity are as follows:

9.4.1.1 Reprimand

A reprimand against an SCCA member shall be noted in the official results of the event

9.4.1.2 Time or Position

Penalties expressed as addition of time or loss of finishing position may be imposed.

9.4.1.3 Disqualification from Competition

Disqualification from competition may be imposed on an entrant, driver, or car.

9.4.1.4 Probation

Probation of SCCA Solo competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA Solo event, until such time as it is lifted.

9.4.1.5 Suspension

Suspension of SCCA Solo competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA Solo event until such time as it is lifted.

9.4.1.6 Expulsion from SCCA

Expulsion from the SCCA may be imposed as provided by the SCCA by-laws."

SCCA FasTrack News June 2011

ITEM 7) Change section 11 to read as follows:

"11. AWARDS

A. Awards shall be ~~presented~~ *awarded* to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof (e.g., six awards for 18 entrants).

B. At the Solo Nationals, a National Championship award will be presented when a competitor competes in a National Championship eligible class which has 3 or more participants."

SCCA FasTrack News June 2011

SAFETY

ITEM 8) Add a new subsection to 1.3.2 Other Operating Requirements:

"U. Competitors are responsible for using proper support (e.g. jack stands or other similar means) to safely support a raised vehicle if any person is underneath the car."

Note: This is simply codifying a safety requirement which has been understood for many years.

SCCA FasTrack News June 2011

STOCK

ITEM 9) Change 13.2.H:

H. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. *Stock rollover hoops and covers may be removed if the resulting installation meets the Basic Design Considerations of Appendix C. The total weight of components added must not be less than that of components removed*.
2. Roll cages may be added; it is strongly recommended that roll cages be constructed according to the GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame, or has bracing both fore and aft of the main hoop."

SCCA FasTrack News March 2011

ITEM 10) Change 13.7:

"13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of *a single* anti-roll bar and supporting hardware (brackets, end links, bushings, etc.) is permitted.

B. Substitution, addition, or removal of an anti-roll bar may serve no other purpose than that of an anti-roll bar.

C. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

D. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

Comment: The origin of Stock sway bar rule was an allowance to improve vehicle dynamics at a time when sway bars were not commonplace in new cars, and RWD was the most common layout in the automobile industry. FWD and AWD are common today, and throughout the years there have been comments pointing out that FWD cars would benefit more from a rear sway bar change. In an effort to broaden the field of competitive vehicles across the entire range of the Stock classes, the SAC would like to introduce the option of changing or adding the front OR rear sway bar. The committee believes this promotes the core values of the club by increasing participation with broader choices of competitive models, improved tire wear and improved handling for specific vehicle drive trains.

SCCA FasTrack News June 2011

ITEM 11) - Change 13.8.E:

"*If offered by the manufacturer for a particular model and year*, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification."

SCCA FasTrack News June 2011

ITEM 12) Move to SS from exclusion list:

Dodge Viper (2008-09)
Porsche 911 GT3 (997chassis, non-RS)

SCCA FasTrack News August 2011

ITEM 13) Move to DS:

Chevrolet Camaro (V6) ('10-'11) – From GS
Dodge Challenger (V6) ('09-'11) – From GS
Hyundai Genesis Coupe (V6) ('10'-11) – From FS
Infiniti G35 Coupe – From FS
Infiniti G37 Coupe – From FS

SCCA FasTrack News May 2011

ITEM 14) Move to DS from CS:

Mini Cooper S JCW (2006-'11)
Mini Clubman S JCW (2009-'11)

SCCA FasTrack News July 2011

ITEM 15) Move to GS from BS:

BMW 325i & 325is ('87-'91)
BMW 325ix ('88-'91)

SCCA FasTrack News March 2011

STREET TOURING

This package of changes is designed to achieve the following:

1) Make a wider variety of cars competitive. Specifically, the "ST-FWD" class will be targeted at newer, heavier FWD sedans such as the Mini Cooper, Mazda 3, Acura RSX, Toyota Corolla and Scion tC, as well as the new small FWD microcars (e.g. Mazda 2, Honda Fit, Ford Fiesta, Toyota Yaris)
2) Give competitors a wider variety of solutions to the allowed modifications.
3) Maintain as much of the current competitive landscape as possible.
4) Eliminate "class-hopping", where a car is run in multiple ST classes
5) Make it easier to verify rules compliance, both for competitors and for officials
6) Unify allowances across the category to minimize impact of classing changes

ITEM 16) Replace first paragraph of 14.0 with:

"The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use."

Note: While maintaining the original vision of the category, this softens the "legality" language to better match the proposed allowance changes.

Replace 14.6.A with the current wording of 14.6.E and remove the words "STX and STU".

Note: This standardizes the brake allowances for the category on the existing STX and STU allowance.

Remove the Appendix F clarification under Street Touring titled "Emissions System".

Change 14.10.F to read as follows:

"F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. *Traction control parameters may not be altered*. *Any standard OBD communications port functionality must remain. Check Engine Lights (CEL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.*

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing
2. *Supplementary ("Piggyback") ECU may be used subject to the following restrictions:*
   a) Connects between the standard ECU and its wiring harness only.
   b) Must be plug-compatible with the standard ECU (no splices).
3. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of the engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.
4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems."

Note: This expands the methods of allowed ECU tuning with the introduction of popular "plug n' play" piggyback controllers. Restrictions limit the applicability and value of high end standalone ECUs masquerading as piggybacks. It also removes the emissions legality language, allowing the disabling of Check Engine Lights.

In 14.10.E, remove the ST, STS, & STR section and remove "STX, STU" from the first sentence of what remains.

Note: This standardizes the catalytic converter allowances for the category on the existing STX/STU allowance.

In 14.10.K – Add STF to the first sentence and replace ST with STC ("STC, STS, STF – ").

Note: This maintains the current status quo regarding aftermarket limited-slip differentials.

SCCA FasTrack News February 2011
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Change the ST listings in Appendix A:

"Only cars which are specifically classed are eligible for competition at National Tours and the National Championships."

Note: Competitors currently competing in a car that is covered by a catch-all classing are advised to request specific classing in order to maintain eligibility.

Street Touring FWD (STF)

Acura RSX
Acura TSX
Ford Fiesta
Ford Focus (all)
Honda CR-Z

Honda Civic (2001-2005, all)
Honda Civic (2006-2011, non-Si)
Honda Fit
Kia Forte/Koup
Mazda 2
Mazda 3
Mazda 6
MINI Cooper (non-S)
Mitsubishi Lancer (non-turbo)
Scion tC, xA, xB
Toyota Corolla (1998-2011)
Toyota Yaris
VW Golf 2.5

Street Touring *Compact (STC*)

Acura Integra (1986-2001)
Audi A4 1.8T
Audi TT Coupe and Roadster (non-quattro)
Dodge/Chrysler Neon
Ford Escort GT (1991-1996)
Ford ZX2 (1998-2003)
Honda Civic (1984-2000)
Mazda 323 GT & GTX
Mazda Protégé (1999-2003, NOC)
Mazda Protégé MP3
Nissan 240SX
Nissan NX2000 (1991-1994)
Saturn SL, SW, SC
Sentra SE-R (1991-1994)
Subaru Impreza 2.5 RS (1998-2001)
Toyota Celica (1986-2005, non-turbo)
Toyota Corolla FX16
Toyota Corolla (1984-1987)
Toyota Corolla (1988-1991)
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)
Volvo S40 (non-T5) & V40
Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

Street Touring Sport (STS)

BMW Z3 4 cyl.
Honda CRX
Honda del Sol
Mazda Miata (1990-1997, non-Torsen equipped)
Mazda RX-7 (non-turbo, NOC)
Pontiac Fiero (4-cyl)
Toyota MR2 (1985-1989, non-supercharged)
Toyota MR2 (1991-1995, non-turbo)

Street Touring Xtreme (STX)

Acura Integra Type R
Audi A3, A4, & TT Quattro
BMW 3-series (E30 chassis, including M3)
BMW 3-series (E36 chassis, non-M)
BMW 3-series (E46 chassis, non-M)
BMW 3 Series (E90 chassis, non-turbo) (2006-2010)
Chevrolet Cobalt SS (Turbo)
Chevrolet Camaro (up to 5.0L)
Eagle Talon Turbo (AWD)
Ford Mustang (up to 5.0L)
Honda Civic Si (2006-2010)
Infiniti G35
Lexus IS300
Mazda RX-8
MazdaSpeed Protégé
Mazdaspeed 3
Mazdaspeed 6

MINI Cooper S & Cooper S JCW
Mitsubishi Eclipse Turbo (AWD)
Nissan Sentra SE-R Spec V
Pontiac Firebird (up to 5.0L)
Subaru Impreza WRX (2002-2008, non-STI)
Subaru Forester XT (2003-2008)
Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)
Volkswagen R32
Volvo C30
Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

Street Touring Ultra (STU)

Audi S4
BMW 3 Series (E90 chassis, including M3) (2006-2010)
BMW M3 (E36 chassis) (1995-1999)
BMW M3 (E46 chassis) (2000-2005)
BMW 135i
Chevrolet Camaro (over 5.0L)
Ford Mustang (over 5.0L)
Mercedes CLK55 (2001-2006)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (2008-2010)
Pontiac GTO
Pontiac Firebird (over 5.0L)
Subaru Impreza WRX STI
Subaru Impreza WRX (2009-2011)
Volvo S60R
Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

Street Touring Roadster (STR)

BMW M Coupe & M Roadster (1998-2000)
BMW Z3 (non-M)(6-cyl)
BMW Z4 (non-turbo, non-M)
Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)
Honda S2000
Mazda Miata (1994-2005, non-turbo)
Mazda MX-5 Miata (2006-2009)
Mazda RX-7 (GSL, GSL-SE, GXL, 1988 GTU)
Nissan 350Z
Pontiac Fiero (6-cyl)
Pontiac Solstice (non-turbo)
Porsche 911 Carrera (3.2L) (1984-1989)
Porsche 924, 944 (non-turbo) & 968
Toyota MR2 Spyder
Saturn Sky (non-turbo)

SCCA FasTrack News July 2011

STREET PREPARED

ITEM 17) Add to 15.0 a new 8th paragraph (following the Spec Miata item):

"Cars listed as eligible in and prepared to the current national B-Spec/SCC rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor B-Spec/SCC cars are permitted to interchange preparation rules. B-Spec/SCC cars may use tires which are eligible under current showroom stock rules even if they are not eligible in Street Prepared."

SCCA FasTrack News August 2011

ITEM 18) Change 15.2.I.2:

"2. A spoiler may be added to the rear of the car provided it complies with either of the following:

a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.

b) It is a non-production rear spoiler which is mounted to the rear most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original body work in any direction. Alternatively, in a hatchback, the spoiler maybe mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the *original* bodywork, and it shall not protrude beyond the overall perimeter of

the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."

SCCA FasTrack News June 2011

ITEM 19) Add to 15.6.A:
"A single master cylinder brace may be added provided it is bolt on and serves no other purpose."

SCCA FasTrack News February 2011

ITEM 20) Move to FSP from DSP:
Ford Focus SVT (2002-2004)

SCCA FasTrack News June 2011

ITEM 21) Reorganize Appendix A listings:

Street Prepared Class Super (SSP)

- Chevrolet
  - Corvette ('97-'04) (C5 Chassis)
  - Corvette ('05-'11) (C6 Chassis)
- Dodge
  - Viper
- Elva
  - Courier
- Ferrari
  - 355
  - 360
  - Dino 206 & 246 (all)
  - F430 (all)
- Ford
  - GT
- Griffith
  - (all)
- Lamborghini
  - Gallardo (2003-11)
- Lotus
  - 7 & 7A
  - Elan (RWD)
  - Elan M100 (FWD, all)
  - Europa (all)
  - Elise, Exige, & Exige S ('05-'11)
  - Elite 2+2 & Elcat
  - Esprit (4-cyl, all)
  - Esprit (V8)
- Morgan
  - V8 all
  - +4 (2138cc, all)
- Nissan
  - GT-R (R35)
- Porsche
  - 911 Turbo (AWD) '01-'11
  - 911 GT2 (996 & 997, all)
  - 911 GT3 (996 & 997, all)
- Tesla
  - Roadster ('08-'11)
- TVR
  - 4-cyl & 6-cyl (all)
  - V8 (all)
- Sports cars over 2.0L not otherwise classified. (See section 15.1.C for update/backdate limitations)

Street Prepared Class A (ASP)

- BMW
  - 128 & 135 ('08-'11)
  - 328 & 335 ('06-'11)
  - Z4 35i & 35is (Coupe & Roadster)
  - Z8
- Bricklin
- DeLorean
- DeTomaso
  - Mangusta (all)
  - Pantera (all)
- Dodge
  - Stealth Turbo
- Ferrari
  - 250 (non-LM)
  - 275
  - 308 Coupe & Spider
  - 330

365 Daytona GTB & GTC
348
Jaguar
E-type (all)
Mazda
RX7 (‘93-’95)
Mercedes Benz
CLK 320 & CLK 32 AMG
Mitsubishi
Lancer Evolution XIII & IX (‘03-’07)
Lancer Evolution X & Ralliart (‘08-’11)
3000GT Turbo
Nissan
370Z
Pontiac & Saturn
Solstice GXP & Sky Redline
Porsche
Boxster & Cayman (all)
911 Turbo ‘76-’89
911 Turbo (964)
911 Turbo (993)
911 (996 & 997)
Shelby
Cobra 289
Subaru
Impreza WRX STI (‘04-’07)
Impreza GT, WRX, & WRX Sti (‘08-’11)
Sunbeam
Tiger 260 & 289
Toyota
MR2 ‘91-’95 (All)
Supra Turbo (‘93.5-’98)

Street Prepared Class B (BSP)

Audi
TT (1.8T, FWD & Quattro)
TT (3.2L, Quattro)
Quattro Turbo Coupe
BMW
M Coupe, M Roadster, & Z3 (6-cyl)
M3 (E36 chassis, all)
M3 (E46 chassis)
Z4 M Coupe, Z4 M Roadster, & Z4 30i
Chevrolet
Corvette (‘53-’54)
Corvette (‘55-’57)
Corvette (‘58-’62)
Corvette (‘63-’67)
Corvette (‘68-’82)
Corvette (‘84-’96) (all)
Chrysler
Crossfire & Crossfire SRT6
Honda
S2000 (All)
Mazda
MazdaSpeed Miata
RX-7 Turbo (‘86-’92)
RX-8
Nissan & Datsun
240Z, 260Z, 280Z
280ZX & 280ZX Turbo
300ZX Turbo (‘84-’89)
300ZX Turbo (‘90-’96)
350Z
Pontiac
Fiero (V6)
Firebird Firehawk SLP (‘90-’92) (3rd gen, 383cid)
Firebird Firehawk SLP (‘93-’02) (4th gen, 383cid)
Porsche
911 ‘65-’89
911 (964 & 993)
911 (non-turbo, NOC)
914/6 (all)
924 (all incl. Turbo)
944 (all incl. Turbo)
928

968
Saleen
Mustang S281E & Mustang (NOC)
Triumph
TR-8

Street Prepared Class C (CSP)

BMW
Z3 (4-cyl)
M3 (E30)
Datsun
Roadster (1500, 1600, & 2000)
Fiat
Abarth (all)
124 Spider ('75-'78) & 2000 Spider (non-Turbo)
2000 Spider Turbo
Honda
Civic (1.5L) '84-'87
Civic & CRX '88-'91
CRX (1.5L) '84-'87
Jensen-Healey
Lancia
Scorpion
Lotus
Cortina
Elite (1216cc)
Mazda
MX-5 Miata ('90-'05)
MX-5 ('06-'11)
RX-2 & 616
RX-3, RX-3SP, & 808 Mizer
RX-7 (non-turbo) '78-'85
RX-7 (non-turbo) '86-'92
Mercedes Benz
190E 16v
Morgan
4/4
Pininfarina
2000
Pontiac & Saturn
Solstice & Sky
Porsche
356 & 1600
924S & 944 (8v)
Carrera (4-cyl only)
Toyota
MR2 & MR2 Supercharged ('85-'89)
MR2 Spyder ('00-'05)
Supra ('79-'81)
Sedans over 1.7L & under 3.0L not otherwise classified.
Sports cars under 2.0L not otherwise classified. (See Section 14.1.C for update/backdate limitations.)

SCCA FasTrack News July 2011

STREET MODIFIED

ITEM 22) Add new subsection 16.1.T:

"*T. Alternate subframes are allowed to facilitate motor mounting only. Suspension pickup points on the subframe must retain stock geometry. Weight of the subframe must be equal or greater than the stock unit.*"

In conjunction with the above, remove 16.1.P line which currently reads:

"These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment."

SCCA FasTrack News May 2011

ITEM 23) Add to Appendix A, Class SM, Minimum Weight Calculations:

"*Solid axle RWD cars subtract 25 lbs. per liter.*"

SCCA FasTrack News July 2011
SCCA FasTrack News August 2011

PREPARED

ITEM 24) Add to 17.4.H:

"3. For EP cars with 2 valves per cylinder piston engines, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."

Comment: The intent of this proposal is to provide a moderate competitive adjustment for vehicles in EP with less powerful 2 valve engines, without disruption to other cars in the class.

ITEM 25) Change 17.4, subsections H and J, to read as follows:

"H. For class EP, wheels up to 7" in width are allowed with no penalty.

1. Wheels greater than 7", and up to 10" in width will receive a 75 lb. penalty.

2. Wheels greater than 10" wide will receive a 150 lb. penalty.

J. For classes DP and FP, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty." (ref. #2734)

Comment: This proposal eliminates the penalty in DP for wheels up to 10" wide, and reduced the penalty for wheels wider than 10". The intended purpose of this proposal is to provide a smoother migration path from CSP to DP and address the issue that new tire development is increasingly focused on wider wheels.

SCCA FasTrack News December 2010

ITEM 26) Change 17.10.C.2:

"2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500" (one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor *shall be as follows, unless specified otherwise in Appendix A:*

a. ***46mm*** *for class FP*

b. 52mm for class CP

c. Restrictor is not required for class XP"

Also change Appendix A, Prepared Class F weight formulas:

"Forced Induction, +***0.450*** x displacement (cc)

AWD, +***0.100*** x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than ***2700*** lbs prior to addition of weight adjustments defined herein and in Section 17."

SCCA FasTrack News August 2011

ITEM 27) Change the first sentence of 17.11.A:

"A. Vehicles prepared in excess of Solo allowances and prepared up to either the current *GT or Production rules* are permitted to compete in their respective Prepared classes."

Comment: New classes added to the GCR since the last revision of 17.11.A have created a situation that allows for vehicles prepared far beyond the intended limits of Section 17.

SCCA FasTrack News August 2011

ITEM 28)

Remove from Section 17.2.I (Appendix A, GP, Limited- Preparation, 2.E.4 of the 2011 rulebook):

"The driver's normal seated position may not be relocated."

Remove from Section 17.8.B.12 (Appendix A, GP, Limited-Preparation, 2.C.3 of the 2011 rulebook):

"Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment."

Remove from Section 17.8.C.4 12 (Appendix A, GP, Limited- Preparation, 2.E.2 of the 2011 rulebook):

"Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains."

Remove from Section 17.10.B.8 (Appendix A, GP, Limited-Preparation, 1.B.4 of the 2011 rulebook):

"The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical)."

Add to the Limited Prep section of 17.8.B:

"*Camber & caster may be adjusted by shims or modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1 inch of the original location*."

FasTrack News September 2011

ITEM 29) Change Appendix A, Prepared Class X, Section 9.b:

"b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A, 10.a. Example: weight for a 1837cc RWD car is 1200 + (1.837 x 200) = 1567 lbs.

Engines with displacement less than 4.0 liters:

RWD: 1200 lbs + 200 lbs per liter

FWD: 1200 lbs + 150 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Engines with displacement of 4.0 liters or greater:

RWD: 1200 lbs + 180 lbs per liter

FWD: 1200 lbs + 130 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2,300 lbs before applicable weight adjustments.

Weight Adjustments:

Cars with engine located behind driver: + 20 lbs/liter

Cars equipped with traction/stability control: + 50 lbs
Cars equipped with active/reactive suspension: + 100 lbs
Cars equipped with ABS: + 50 lbs"

Comment: The intent of this proposed change is to reduce minimum weights for larger displacement engines.

SCCA FasTrack News February 2011

ITEM 30) Change in Appendix A, Prepared Class D, the weight formulas:

"Weight formulas (lbs):
Engines with displacement less than or equal to 1667cc:
1.06 x displacement (cc)
Engines with displacement greater than 1667cc:
0.91 x displacement (cc) plus 250 lbs" (ref. #2733)

Comment: The purpose of this proposal is to help increase participation in DP. The proposed 4% minimum weight reduction better aligns the weight of DP cars with their CSP equivalents. It also brings DP weights in closer alignment with E Production listings in the GCR, which would facilitate the future addition of E Production Limited Prep vehicles to DP.

SCCA FasTrack News December 2010

ITEM 31) In Appendix A, Prepared Class G, Limited Preparation, combine the listings for 1984-87 Honda Civic and CRX:

Civic/CRX *& Civic/CRX Si* (1984-87) 13x6 1.07/1.30 58.8/59.1
1488cc 1490
Fuel Inj or Carb
Comp ratio to 11.0:1, valve lift to 0.390"

Comment: The current listings for the 84-87 Civic and CRX have identical specifications. The primary intent of this proposal is to allow CRX's to install power steering, which was originally available only in the Civic.

SCCA FasTrack News June 2011

MODIFIED

ITEM 32) Add new section 18.6:

"18.6 LEGENDS AND DWARF CARS
Vehicles conforming to the US Legends Cars International racing series specifications (http://www.uslegendcars.com), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F. ***Bandolero and Thunder Roadster vehicles are prohibited.***
Vehicles conforming to the Western States Dwarf Cars Association specifications (http://www.dwarfworld.com/WSDCA-07.html), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F."

In Appendix A, Modified Class F, add:

"D. Dwarf Cars and Legends/600Racing Cars
Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.
NOTE: If any conflict exists between the Dwarf Car Rules or US Legends Rules and the Solo Rules, the Solo Rules shall take precedence
Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:
Any tire (including recaps) meeting the applicable portions of 3.3 are allowed.
Any differential and rear end ratio may be used.
Any shock absorber may be used.
Any wheel up to 10" wide and any diameter may be used.
Any anti-roll bar may be used.
Engine does not need to be sealed, but must conform to the appropriate rule set.
Minimum Weight – 1250 lbs with driver.
Any air filter is allowed.
Any ballast is allowed provided it is mounted securely per Solo rules.
Any battery may be used.
Dwarf Car or Legends specific items not required are as follows:
INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.
Seatbelt harness aging requirements
Quick Release steering wheels
Fire extinguishers
Fire Retardant driver's suits and gloves
Neck Braces
Head and Neck Restraints
Current Solo Rules override Dwarf/Legends rules for the following items:
Helmets
Car Numbers

Exhaust system, muffler and tailpipe"

SCCA FasTrack News May 2011

ITEM 33) In Appendix A, Modified Class B, subsection F, change:

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

1) Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.

2) Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.

3) Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

4) Flexible ground sealing is permitted on cars 66" or wider at the rear tires and which also meet a weight of 1180 lbs.

Also change the last sentence of subsection H to read:

"All cars must prepare to Formula Atlantic aerodynamic rules *as specified in F*."

SCCA FasTrack News December 2010
SCCA FasTrack News May 2011

ITEM 34) In Appendix A, Modified Class F, A.7, add:

"Electric water pumps may be used."

SCCA FasTrack News January 2011

ITEM 35) In Appendix A, Modified Class F, add new subsection A.7 and renumber:

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

Note: This change brings the proposal into consistency with the recent CRB action regarding F5 Rotax restrictors.

SCCA FasTrack News July 2011

ITEM 36) In Appendix A, Modified Class F, section C.2.j, change:

"Dry sump systems are ~~prohibited~~ *permitted*."

SCCA FasTrack News January 2011

KART

ITEM 37) Change 19.1.D.1.f.2:

"2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a *25-lb* weight penalty."

SCCA FasTrack News May 2011

ITEM 38) Change the first paragraph of 19.1.D.2 to read as follows:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK-FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the SCCA Solo Rules Section 19.1 and incur an additional ***25 lb*** weight adjustment."

SCCA FasTrack News May 2011

ITEM 39) Change the class designation of Formula 125 (F125) to Kart Modified (KM).

APPENDIX B CRB Rule Changes

MOTION (Patullo/Merideth) to approve the following rule changes to the GCR. PASSED unanimously.

GCR

#4225 – May
In 1.2.3.C. add a new section 2 as follows and renumber the remaining sections: "*2. Specific class rules in the Category Section of the GCR shall take precedence over the general Category Rules and the General Technical Specifications.*"

#4374 – May
In 3.5.1, modify the first two sentences as follows to reflect current practice:
"Supplemental Regulations establish specific conditions for an event. Before a sanction can be issued, *the Divisional Executive Steward or his designee* ~~the Club Racing Board~~ must approve all Regulations different than those of the GCR. *The Club Racing Board has the right of review and final approval at their discretion."*

#4415 – May
In 9.3.19.F, strike "~~; hardware without grade markings is not acceptable~~" [This allows the use of manufacturer-supplied mounting hardware that does not carry a grade marking, e.g., eye-bolts.]

#4720 – June
Modify 9.3.36 as follows:
"NON-METALLIC WHEEL/CHASSIS CONSTRUCTION
Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, CSR, DSR, S2*, FS* and FA. *New chassis of non-metallic composite construction shall be proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation. Contact the SCCA national office for a list of the relevant FIA specifications/SCCA requirements.*"

In 9.1.1.A and 9.1.9.A, delete the second paragraph: "~~New chassis of non-metallic composite construction shall be proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation. Contact the SCCA national office for a list of the relevant FIA specifications/SCCA requirements.~~"

#4727 – July
Correct section numbering and add a new section 1.4 regarding media rights as follows: Change ~~1.2.4~~ to *1.3* and change ~~1.2.5~~ to *1.3.1*; add new section 1.4 to read as follows:

"*1.4. Media Rights*
The Entrant agrees to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizer of an Event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever <u>that is sourced by or under the authority of SCCA (excepting medium submitted by a participant as part of a formal protest or appeal procedure)</u> for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party."
[The CRB has modified the text in response to member input. Additional text is underlined.]

#4867 – July
In 5.6, make explicit that Registration has the authority to assign car numbers by changing 5.6, paragraph 3 as follows:
"Registration provides all entry information to Timing and Scoring in the format requested by T&S. Information from late entries must be given to T&S promptly. *Registration assigns the car numbers for all cars entered in the event."*

#4875 – July
In 6.10.2, remove an unintended clause as follows: "C. The car is anywhere on the course when the green is displayed~~, but not in the pits~~." [A car that stops in the pit lane without completing the pace lap is considered a starter.]

#1829 – August
In Appendix A, replace the current definition of Entrant, as follows:
ENTRANT – a regular SCCA member who submits an entry to compete in an SCCA Club Racing event. The entrant may also be the driver. If the entrant is not also the driver, the entrant has the same rights and responsibilities as the driver except that he may not drive the competition vehicle on course nor may he substitute for the driver in an SOM or Court of Appeals hearing.

#4206 - August
Change the beginning of Appendix C.2.1.A as follows: "Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form*, a completed Federal Aviation Authority medical form* or a NASA approved medical form. For the purposes of SCCA competition licensing, the term "form" refers to ~~either version~~ *any of these*. The form must be submitted every 5 years for applicants ages 15-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages ~~50-59~~ *50-69*; and every year for applicants age ~~60~~ *70* and over."

#4731 – August

Modify the last paragraph of 6.5.1.E as follows:

E. If a pace car is not used, the pole car will ~~serve that function~~ *pace the field* from its position in the front row, complying with the instructions of the Chief Steward or his designee.

Replace the current 6.6.2 with the following:

6.6.2. Full Course Yellow Procedures

The Chief Steward may use a safety car as necessary to control the field and to assure expeditious restarts.

A safety car and/or the lead car will be used to control the field and to assure expeditious restarts. All vehicles must pass any on track incident(s) well under control.

A. Safety Car
- *1. A safety car will enter the course only under double yellow flags.*
- *2. When dispatched, the safety car, with emergency lights flashing, will gather the field under steady and reduced speeds that are appropriate to track conditions.*
- *3. If the safety car is not dispatched in front of the leader, an official in the safety car will wave cars by until the leader is behind it.*
- *4. Prior to a restart, the safety car will maintain the established pace, extinguish the lights, and exit the course.*

B. Lead Car.
- *1. If there is a safety car, the lead car will control the field, as follows:*
  - *i. Smoothly and orderly slow the field prior to the safety car entering the track.*
  - *ii. Keep pace with the safety car, and not balk the field.*
  - *iii. Maintain the speed of the safety car coming down to a restart.*
- *2. If there is no safety car, the lead car will control the field, as follows:*
  - *i Slow the field to permit the entire field to bunch up single file behind him.*
  - *ii Maintain a consistent pace that is appropriate to the track conditions.*
  - *iii Maintain a steady pace coming down to a restart.*
- *3. The Field.*
  - *i. All drivers must make every effort to safely catch the field as soon as possible to form a single and evenly-spaced line behind the safety car or leader.*
  - *ii. Race cars may not pass the safety car unless waved around by that official. Any car passing the safety car without being directed may be black-flagged into the pits, and other penalties may be imposed, as specified in Section 7.*
  - *iii Drivers must maintain the safety car's pace and not improve their positions or begin racing until the green flag has been displayed to restart the race.*
  - *iv. A driver of a disabled car or a car that cannot maintain the pace should not hold up the field. He must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other drivers may safely pass the signaling vehicle. A driver of a disabled car should seek assistance at the nearest corner station, or pit at the first opportunity.*

#5446 – August
In 9.3.23.B, add a new item 4 as follows: "*4. The circle "E" decal of 9.3.23.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher.*"

#4266 – September
In 9.4.5.A, clarify the last sentence as follows: "There shall be a plate of equal thickness on the inside of the monocoque with solid rivets or bolts (5/16" minimum bolt diameter) through the non-ferrous *metal and/or composite* material."

#5383 – September
Modify the last sentence of 9.4.D as follows: "The stock ~~side impact beam and the~~ outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules. *All categories except Production and GT shall not remove or modify stock side impact beams unless specifically authorized."*

#5127 – October
In 3.5.1, add a new item K and move current K to L as follows: "*K. The brand and general description of any required spec fuel (e.g., Sonoco 100 octane unleaded).*"

#5217 – October
Replace 2.3.1 B as follows: "~~No participant may use any narcotic or dangerous drug. A participant who uses a narcotic or dangerous drug during an event or on the grounds where an event is being held shall not participate; may be excluded from the event by the Chief Steward or his Chief of Specialty; may be removed from the grounds at the order of the Chief Steward; and may be penalized as specified in Section 7. For the purpose of this section, a narcotic or dangerous drug is defined by Federal law or by the law of the state where the event is being held.~~"

"*The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Any participant who violates this prohibition*
- *shall not seek to participate in the event*
- *may be excluded from the event by the Chief Steward or the Chief of an official's specialty*
- *may be removed from the grounds by the order of the Chief Steward*
- *may be penalized as provided in Section 7.*

As a condition of continued participation and/or retention of any SCCA license, the participant may be required to

submit to such testing procedures that may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case."

#5218 – October
In 3.1.5.C, add the following at the end: "*Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in Appendix C 2.5."*

#5961 – October
Correct 3.9.3.E as follows:

E. Invited Runoffs Classes

All National classes are invited to the Runoffs. ~~If there are not at least 10 Runoffs entries in a given class, a National Champion will not be recognized in that class.~~

1. A class with a minimum of 10 qualified ~~cars~~ *drivers* entered *who have participated in at least one on track session* ~~in~~ *at* the *current year's* Runoffs will name a National Champion.

2. A class with fewer than 10 qualified ~~cars~~ *drivers* entered *who have participated in at least one on track session* ~~in~~ *at* the *current year's* Runoffs may race as a supplemental class, but will not name a National Champion.

3. Classes will be combined as needed to limit the number of race groups to 24 and no more than 2 classes will be combined ~~into~~ *for* any race ~~group~~.

[Note: this correction is in accordance with the motion adopted by the Board of Directors in 2009.]

#6033 – October
In 9.3.20.C.2, change as follows: "Crash helmets approved by the Snell Foundation with Snell sticker ~~2000~~ *2005* or later Special Application (~~SA2000~~ *SA2005*) or SAH2010, or by the SFI with a SFI Sticker ~~31.1a for open faced helmets and a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04),~~ SFI 31.1 ~~(if purchased after 1/1/05)~~, or by the FIA standard 8860-2004 *or later*, or British Standards Institute BS6658-85 type A/FR."

MOTION (Merideth/Patullo) to accept the rule changes for Formula classes below PASSED unanimously.

Formula
FV, FF, FC, FM, FB, FST

1. CRB (No letter number; extracted from August Minutes)
In 9.1.1.C.8.H (FV), 9.1.1.D.7.b (FF and FC) and 9.1.1.G.13.C.1-3 (FM), 9.1.1.H.2.C (FB) and 9.1.1.I.7.1.5 (FST), replace existing text as follows:

The area between the upper and lower main frame tubes from the front *instrument/dash* roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by *at least* one of the following methods to prevent the intrusion of objects into the cockpit. *Panels may extend to the forward most bulkhead, but must otherwise comply with these regulations.*

1. Panel(s), minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or 18 gauge steel, attached to the outside of the main frame tubes. ~~No other material types will be allowed for these panels.~~

2. Reinforced body, ~~at minimum,~~ consisting of *at least* two layers of 5 ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. (5 *or more* layers are highly recommended.)

   For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

3. Flat composite panels of uniform thickness and construction attached to the outside of the main frame tubes. Shaping of these panels to conform to the outer perimeter of the main frame tubes is permitted. Carbon fiber is permitted; however, it must be used in conjunction with another "anti-ballistic" type material (e.g., Kevlar, Zylon, etc). Such material shall be at least 1.5mm (.060 inches) in thickness not including the carbon fiber.

Composite anti-intrusion panels shall be attached with no more than eight fasteners per side. Fasteners shall be AN or superior grade of not more than 0.25 inch diameter. Two flat or countersunk Mil Spec or SAE washers of no more than 1 inch diameter may be employed with each fastener. Ten fasteners per side are permitted if the panels extend to the front bulkhead.

Alternatively, FIA mounting is permitted as follows:

One panel shall be permitted per side. It shall be fastened to the frame at its extreme corners, the upper, lower, forward and rearward edge halfway between the corners, and halfway along each diagonal tube. The attachment should consist of an 8mm U-bolt and an aluminum plate 3mm thick, 20mm wide and 12mm longer than the U-bolt span.

Composite panel mounting must comply with one or the other above prescribed methods. It may not be a

combination of the two.

MOTION (Kephart/Creighton) to not accept the motion #3101 for FB. PASSED Unanimously.

FB

#3101 – August
After discussion with the BoD, the CRB withdrew its previously submitted recommended rule change (see the March Fastrack). In accordance with that discussion, the CRB proposes the following rule change in its place. [Note that after member input and discussion at the Runoffs the proposed penalty has been reduced from 40 to 25 pounds.]

Replace 9.1.1.H.8.D with the following: "*All gear changes must be initiated by the driver. Only shift mechanisms that are completely mechanical are permitted at no weight penalty. These may include (but are not limited to) any combination of rods, joints, levers, springs, paddles, cables and pneumatic components. No electrical or electronic components (including electrical wires) are permitted. Devices that allow pre-selected gear changes are prohibited. All other shifting mechanisms are permitted at a 25 pound penalty.*"

MOTION (Merideth/Patullo) to accept the rule change #3577 for F500. PASSED Unanimously.

F500

#3577 – March/June

In 9.1.1.E.14, replace sections H, I and J as follows:
~~H. Rotax 494 engine only: Rotax OEM 0.010" overbore piston P/N 887-554 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted.~~

~~I. Alternate WISECO piston (#2084PS) is permitted (for Kawasaki engine only).~~

~~J. Rotax 493 engine only: Rotax OEM 0.010" overbore piston P/N 420888443 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted.~~

H. Kawasaki and Rotax 494/493 engines: "OEM Type" replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.E.14.I.

I. Forged pistons
Only the following forged replacement pistons are permitted:
1. Kawasaki and Rotax 494/493,
Kawasaki: Wiseco # 2084M06800
Rotax 494:Wiseco # 2381M06950
Rotax 493: Wiseco # 2436M06950
2 Rotax 593 (standard bore): Wiseco # 2411M07600
3. Rotax 593 (0.010" overbore): Rotax P/N 420889171

J. Overbore pistons
"OEM Type" cast replacement pistons as allowed in 9.1.1.E.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.

1. Rotax 493 engine only: Rotax OEM 0.010" overbore piston (P/N 420888446).
2. Rotax 494 engine only: Rotax OEM 0.010" overbore piston (P/N 420887556).
3. Rotax 593 engine only: see 9.1.1.E.14.I.3.

MOTION (Merideth/Patullo) to accept the rule changes #5444 and 5499 for Grand Touring. PASSED Unanimously.

Grand Touring

#5444 – September
In 9.1.2.F.4.e.9, add at end: "Crankcase vacuum devices are prohibited, *but a conventional dry sump system is permitted."*

#5499 – September
In 9.1.2.D.8.j.2, add at the end: "*The stock side impact beams may be removed.*"

MOTION (Patullo/Merideth) to accept the rule changes for Improved Touring below. PASSED Unanimously.

Improved Touring

#3193 – April
Add a new 9.1.3.D.9.n as follows: "*Windshield washer systems, rear windshield wiper systems, cruise control systems, horns and the wiring associated wiring with any of these may be removed. Any holes left in the body must be covered or plugged.*"

#3426 – February/June
In 9.1.3.D.7.a.1 change as follows:

~~Cars originally equipped with twelve (12) inch wheels may fit thirteen (13) inch wheels. Cars originally equipped with metric 365 wheels may fit fourteen (14) inch wheels, and cars originally equipped with metric 390 wheels may fit fifteen (15) inch wheels. The above-mentioned cars as well as those cars originally equipped with thirteen (13) inch or fourteen~~

~~(14) inch wheels may fit up to a fifteen (15) inch wheel.~~ Cars may not fit wheel diameters ~~smaller~~ *larger* than those listed on their spec line. ~~All other cars shall retain the wheel diameter fitted as original equipment for their make, model, and type.~~ Knockoff/quickchange type wheels are prohibited. Wheels must be made of metal. ~~Cars classified in ITR may utilize any wheel diameter up to 17" or retain their stock diameter wheels if larger.~~

[All ITS/ITA/ITB/ITC cars currently listed in the ITCS with a wheel size less than 15 inches would be changed to 15 inches. All ITR cars currently listed in the ITCS with a wheel size less than 17 inches would be changed to 17 inches. The heading on the wheel size column would be changed to "Max Wheel Diameter".]

#3749 - November
In 9.1.3.D.9.c, add the following at the end: "*Switches to activate the ignition, the lights, the windshield wipers, the starter and other accessories located within the passenger compartment may be replaced and their location changed.*"

(multiple) - November
In 9.1.3.D.1, add a new subsection s as follows: "*To allow commonly available engine mount aftermarket inserts, replacement units, or "window weld" like solutions without allowing solid metal or rigid materials or bearings that could result in the driveline becoming a stressed member of the chassis, the following is permitted. Engine, transmission, differential or any other driveline mounts may be replaced. Mounts may use only stock mounting points, must maintain stock location and orientation of the mounted component, and must be non-rigid.Rubber or other inserts in stock mounts may be replaced with any other non-metallic material.*"

In 9.1.3.D.2, add a new subsection e as follows: "*Alternate mounts are permitted as in 9.1.3.D.1.s.*"

MOTION (Patullo/Merideth) to approve the following rule changes to Super Touring. PASSED Unanimously.

Super Touring

#4320 – April
In 9.1.4.G.12, replace last sentence as follows: "*It is recommended that cars using a wet-sump oil system safety wire or in some other way secure the oil drain plug.*"

#4328 – May
In 9.1.4.G.7, delete "~~The ignition system components may be replaced freely provided that the type of ignition remains the same as stock.~~" and replace with "*The ignition system is unrestricted*."

#4144 – August
Add at the end of 9.1.4.G.1: "*It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine.*"

#4938 – August
Modify 9.3.23 as follows: "All cars shall be equipped with an On-Board Fire System except Showroom Stock, Touring, Spec Miata*, Super Touring* and Improved Touring."

Modify 9.3.23.B as follows: "The following are acceptable for Showroom Stock, Touring, Spec Miata*, Super Touring* and Improved Touring cars:"

#5192 – August
Modify 9.1.4.O.10 as follows: "Brake calipers~~, whether~~ *may be* OEM or aftermarket~~, shall be mounted in the stock locations~~. *Caliper mounting tabs may be modified or removed. Calipers must be mounted in the same location and orientation as the OEM calipers.*"

#5498 – September
In 9.1.4.C.5, add at the end: "*The stock side impact beams may be removed when NASCAR style door bars are installed.*"

#5665 – September
In 9.1.4.G.1, insert a new third sentence: "*Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers.*"

STO

#4834 – July
In 9.1.4.1.H, Honda S2000, add to Notes: "*ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted.*"

#4835 – July
In 9.1.4.1.H, Honda S2000, add to Notes: "*ASM fiberglass rear bumper ASM-AP100167 permitted.*"

STU

#4262 – April
In 9.1.4.F.16, modify as follows: "The floor pan may be modified to provide clearance for the exhaust system *and allowed alternate transmission/transaxle*."

#5713 – September
In 9.1.4.A, second and third paragraphs, change ~~3.0~~ to *3.2* (3 places).

STL

#3602 – April

Replace 9.1.4.3.E.1 in its entirety with the following: "*OEM brake systems must be used. 1 or 2 piece ferrous rotors that do not exceed 290mm in diameter and 28mm in thickness are permitted. The standard production calipers or any 4-piston calipers are permitted.*"

#5641 – September
In 9.1.4.B, modify the first sentence of the IT eligibility bullet as follows: "*Any* GCR listed IT cars, 1985 and newer, under their current IT specifications may compete in STU. GCR listed IT cars of 2 liters and less engine displacement, 1985 and newer, may compete in STL under their current IT specifications."

#5675/#6057 - November
In 9.1.4.G.1, add the following: "*If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.*"

#6218 - November
Add a new subsection 9.1.4.1.B.2.f as follows: "*APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75" Inner/9" Outer), is permitted.*"

MOTION (Patullo/Merideth) to approve the rule changes to Production below. PASSED Unanimously.

Production

#5497 – September
In 9.1.5.E.9.a.6, add at the end: "*The stock side impact beams may be removed.*"

#5580 – September
Add a new section to 9.1.5.E.9.a as follows: "*16. Stock or aftermarket rear spoiler or wing not permitted.*"

CRB (No letter number)
In 9.1.5.E.6.g, add a new item 3 as follows: "*Screens may be mounted in front of the radiator and/or oil cooler(s) and located within the bodywork.*"

HP

#4593 – July
In 9.1.5, Nissan/Datsun 1200, Nissan/Datsun 210 (79-82), Nissan/Datsun 210 1.4 and Nissan/Datsun B-210 1.4, add to Brakes Alternate: "*Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted.*"

MOTION (Patullo/Merideth) to approve the rule change #3808 to American Sedan. PASSED Unanimously.

American Sedan

#3808 – April
In 9.1.6.C, add a new subsection 4 as follows: "*New limited prep cars may be required to run in the Touring 2 class for at least two years before being classified in American Sedan. Cars not classified in Touring 2 will be considered, on an individual basis, when adequate information is available to determine correct specifications.*"

#4803 – September
In 9.1.6.D.3.k, change as follows:

"k. 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). ~~Forward gears must be helical cut with a minimum angle of 15 degrees.~~ Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. *4 speed* ~~T~~*t*ransmissions*, only,* that use a gear engagement mechanism different than stock type (e.g., circular, beveled) ~~are prohibited.~~ and ~~A~~*a*ll-face-tooth engagement *4 speed* gearboxes (e.g., dog rings) are ~~prohibited~~ *permitted at a 125 lb penalty*. *Gear engagement mechanism different from stock type are prohibited in all five speed transmissions.* "
[Based on member input, the proposed rule has been modified to apply to 4 speed transmissions only.]

#5496 - September
In 9.1.6.D.8.n, add at the end: "*The stock side impact beams may be removed when NASCAR style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.*"

Delete 9.1.6.D.9.a in its entirety. ~~Original door hinges and safety intrusion beam shall be retained. Doors may be pinned, not bolted, for safety.~~

#800 – September
The following is a rewritten version of the AS rules (effective 1/1/12). The great bulk of the changes are editorial in nature. Some changes remove no longer applicable language. Others are rewordings intended to make the language clear. There are some additions that document "common knowledge" that has not previously appeared in the rules. Sections that have no changes are omitted, but section numbers/letters are retained to show structure. [This item ends on page 27.]

These specifications are part of the SCCA GCR and all automobiles shall conform ~~with~~ *to* GCR Section 9.

A. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in V-8 powered automobiles, suitable for racing competition. ~~To that end, cars will be those offered for sale in the United States.~~ *Cars eligible for this class are listed at the end of 9.1.6.* They will be prepared to manufacturer's specifications except for

modifications and alternate specifications permitted by these rules. The Club may alter or adjust certain specifications to equate competitive potential.

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 ~~for the purpose of obtaining any competitive advantage~~. Cars need not be eligible for state licensure or registration.

C. SPECIFICATIONS

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function. *Unless authorized in this rule set, alteration by adding any materials such as, but not limited to, tape, stickers, metal, or vinyl, of an American Sedan car for the purposes of improving aerodynamics is prohibited.*
2. Cars are classified by make, model and engine displacement (see Section E.~~1.~~, "Car Classification").
3.

D. AUTHORIZED MODIFICATIONS

1. Engine (additional specs., see Section F – Engine Build Sheets) ***(Full Preparation American Sedan Cars only unless otherwise noted)***

a. Induction System

1.

2. Only the approved carburetor (Holley #4776, 600cfm 4bll), ~~optional~~ insulator (Holley #108-12), ~~two gaskets~~ and manifold (Edelbrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars. *Two gaskets may be used, one on each side of the insulator.*
3. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. ~~P~~*Any power* valves, metering blocks, and floats may be ~~altered or relaced~~ *used*. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). ~~B~~*Any b*utterfly attach screws can be ~~modified or replaced~~ *used*. Carburetors may be modified to allow "four corner" idle adjustment.
4. ~~E~~ *Any e*xternal throttle linkage to the carburetor may be ~~modified or changed from original~~ *used.* Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
5.

b. Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is ~~replaced~~ *removed*, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.

c.

d.

e.

f.

1.

2.

3. Any *12 volt* battery may be used. The battery may be relocated as per GCR section 9.3 Batteries. Additional battery hold down devices may be used, and are strongly recommended.

g.

1. Cam timing, timing chains, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. Timing belts and ~~timing gears~~ *gear driven timing systems* are prohibited unless fitted as original equipment.
2.
3.
4. Rocker arms may be replaced with any rocker arm. Shaft mounted rocker arms are permitted ~~unless otherwise fitted as standard~~ using a minimum of eight shafts. Valve train stud girdles are allowed.
5.

h.

i.

j.

k.

l.

m. Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used. A valve job will consist of 3 valve angles ("Valve Angles") only not including the Throat Cut angle. Each of these Valve Angles is open. The widths of the Valve Angles on the head and on the valve are open. The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head. *All valve cuts must be concentric with the valve stem.* Additional valve specifications are listed in Section F – Engine Build Sheets. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1.

n.

o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Engine gaskets are unrestricted. ~~Engine drive belts and pulleys may be replaced with any non-tooth drive belt and appropriate pulleys. Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function.~~ Motor mounts are unrestricted. Engine must remain in the original, or approved location. This rule pertains to all cars, including restricted preparation.

p.
q.
r. Any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs may be added. *Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys. Any power steering and/or alternator brackets may be used if they perform the same mounting function.*

2. Engine Cooling System

a.
b.
c. ~~C~~*Any c*ooling fans may be ~~removed or replaced~~ *used*. *Cooling fans may be removed.* Electrically operated fans with manual or automatic actuation may be fitted.
d.
e.
f. Screens ~~of 1/4 inch minimum mesh~~ may be mounted in front of the radiator and/or oil cooler(s) and *must be* contained within the bodywork.
g.

3. Transmission/Final Drive

a.
b.
~~c. No alteration to the stock transmission gear ratios is allowed.~~
~~d~~*c*. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).
~~D~~ *The d*riveshaft may be modified to fit alternate differentials *and/or transmissions*. Factory driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction. ~~Minimum driveshaft diameter shall be no smaller than stock.~~
~~e~~*d*.
~~f~~*e*.
~~g~~*f*. Ford 9" rear axle is permitted in all cars *except Restricted Preparation cars*. Center section shall be of ferrous material.
~~h~~*g*.
~~I~~*h*.
~~J~~*i*.
~~k~~j.
~~l~~*k*.

4. Suspension

a. Ride Height
b. Springs and Shock Absorbers

1. Springs of any origin may be used, provided they are of the same number and type as originally fitted and ~~that~~ they must be installed in the original location. Coil over springs and shocks are prohibited, unless fitted as original equipment.
2. Any shock absorbers may be used, provided they attach to the original mounting points *on the chassis*. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment *from within the cockpit* while the car is in motion.
3.
4.
5.

c. Suspension Control
d. Suspension Mounting Points

1. Cars equipped with strut suspension may ~~decamber wheels~~ *adjust camber* by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plate.
2.
3.
4. One (1) ~~stayrod~~ *reinforcement bar* may be fitted between the upper front strut/shock towers. One (1) stay rod may be fitted between each front strut/shock tower and the firewall~~, but no stayrod shall attach to any other front chassis, body, or engine location unless fitted as standard equipment~~.
5.
6. ~~R~~ *Any r*ubber bump stop~~s~~ may be ~~removed, modified, or replaced~~ *used,* but their chassis mounts, brackets, etc., shall not be altered in any way. *Rubber bump stops may be removed.*
7.
8.
9. The use of offset steering rack bushings is permitted. ~~T~~ *Any t*ie rods and tie rod ends may be ~~modified or replaced~~ *used*. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

5. Brakes

a.
b. ~~Backing plates and dirt shields may be ventilated or removed.~~ Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. ~~Brake drums shall not be modified other than for truing within manufacturer's specifications.~~
c. Any hub/rotor may be used within the following limitations:
    1.
    2.
    3.
    4. Rotor shall be of ferrous material~~, vented~~. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.
d.
e. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be

revised. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). ~~The~~ *Any* pedal assembly, including the *throttle pedal,* clutch pedal, clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be ~~modified or replaced~~ *used* The pedal assembly, and master cylinders, may be relocated. ~~The~~ *Any* brake booster may be ~~modified, replaced or removed~~ *used. The brake booster may be removed.* A brake-bias adjustment cable is permitted. A vacuum reservoir or booster may be added.

Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation, and shall not serve any other purpose. ~~Two brackets or tubes, between the front roll cage cross tube, and the firewall may be added. These brackets or tubes must not serve any other purpose and are not considered roll cage attachment points.~~

f.

g.

~~h. The Club may permit alternate brake system components. Any such component shall be specifically authorized on the specification line for that vehicle.~~

~~I~~*h.*

~~J~~*i.* Rear calipers: Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper *is permitted*.

6. Wheels/Tires

7. Body/Structure

a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. ~~N~~ *Any non-*metallic inner fender liners may be *used,* removed, replaced or altered. Engine compartment*, trunk, hatch,* and door rubber seals *or weatherstripping* may be removed.

b. A front spoiler/air dam is permitted. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground. The spoiler/air dam shall be mounted to the body, and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs. It shall not cover the normal grille opening(s) at the front of the car. Openings are permitted for the purposes of ducting air to the brakes, cooler, and radiator. Front parking light assemblies may be removed for ducting of air. ~~Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour as the original lens.~~ Rear spoilers or wings shall be as originally fitted or as specifically authorized on the classification line for that vehicle. *Unless stated in a spec line, all bumper covers, bumper absorbing material, and metal bumper bars shall not be modified or removed.*

c.

d. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used. ~~Stock~~ *Any* hood hinges may be ~~removed, modified, or replaced~~ *used. Hood hinges may be removed.*

e.

f.

g. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc.. Any body repair modification having as its purpose increased clearance is prohibited. ~~In those circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.~~

h.

8. Driver/Passenger Compartment - Trunk

a. The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. ~~Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings~~ *Any seat track/brackets may be used to mount the driver's seat* provided they perform no other function. All other seats may be removed.

b.

c. Gauges and instruments are unrestricted. ~~The~~ *Any* instrument panel may be ~~modified or replaced~~ *used.*

d.

e. ~~Rear seat back, rear seat bottom cushion(s), s~~ *S*un visors, seat belts and their attaching hardware and bracketry may be removed. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.

f.

g. Complete removal of interior panels is allowed *in all or part*. ~~Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.~~

h. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area. ~~Door and rear hatch weather-stripping may be removed or replaced provided the modification serves no other purpose.~~

i.

j.

~~k. Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.~~

~~l~~*k.* ~~F~~ *The f*rame or subframe shall be stock for body used. The front and rear subframes may be tied together (front to rear, without crossing the centerline of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125". These connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with the floor completely welded to this member.

~~m~~*l.* Windshield defrosters are allowed as long as they serve no other purpose. ~~W~~ *Any w*indshield wipers, motors, arms and brackets may be ~~removed or replaced~~ *used. Windshield wipers, motors, arms and brackets may be removed.*

~~n~~*m.* The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed. *The stock side impact beams may be removed when NASCAR-style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.*

9. Safety

~~a. Original door hinges and safety intrusion beam shall be retained Doors may be pinned, not bolted, for safety.~~
~~b~~*a*. Airbags/ passive restraint systems shall be removed.
~~c~~*b*. Fuel cells are mandatory. Cell size is not restricted. It shall be located within twelve (12) inches of the original fuel tank location or behind the rear axle. Additional reinforcement may be added to support the fuel cell~~, but such reinforcement shall not attach to the roll cage~~. Floor pan may be modified for installation.
~~d~~*c*. *Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour and plane as the original lens.* OEM light assemblies (i.e. fog lamps, driving lights, etc.) mounted on or below ~~(but not in)~~ the bumper shall be removed. Resulting holes may be used for the purpose of ducting air to the brakes, cooler and or radiator as permitted in D.7.b.
~~e~~*d*.
~~f~~*e*. .

E. CAR CLASSIFICATION

No automatic transmissions, turbochargers/ superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. ~~All components and/or assemblies utilized, except for engine block, shall originate on a vehicle of the body style and displacement classified or be authorized on the car's specification line.~~ NOTE: For competition in American Sedan 1993+ Chevrolet Camaros and Pontiac Firebirds shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. Ford Mustangs shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications *unless prepared to the Restricted Preparation rules.*

F. ENGINE BUILD SHEETS

No. of Cylinders: V-8
Bore (Max): 4.040"
Stroke (Max): 3.500"
Compression Ratio: 10.30 Max.
Piston to Deck Clr: Not to exceed 0.013" above block deck surface (zero deck)
Valve Lift: 0.5000" Max. @ 0.0000" lash
Head Casting #'s: see spec lines
~~**Crankshaft Casting #'s:**~~
~~GM: 3932442, 14088526, 14088835, 566607~~
~~Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA~~
~~**Notes:**~~
~~1. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.~~
~~2. Crankshaft casting seam flash may be deburred.~~
~~3. Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.~~

BLOCK

Crankshaft Housing Bore: 2.4412-2.6416"
Block Deck Height:
GM: 9.0070-9.0430"
Ford: 8.1880-8.2240"
Bore Spacing:
GM: 4.4000"
Ford: 4.3800"
Options:
1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces
5. Block casting seam flash may be deburred.
6. Lifter bore sleeving is permitted.
7. ~~Cylinder bores may be sleeved.~~ A maximum of two cylinders may be sleeved.
8. *Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.*

CONNECTING RODS

CAMSHAFT

CRANKSHAFT

Main Journal Dia (Min): 2.2182"
Rod Journal Dia (Min): 2.0690"
Options:
1. Any commercially available steel crankshaft (cast or forged) which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.
2. Crankshaft casting seam flash may be deburred.

PISTON

CYLINDER HEADS

MISCELLANEOUS

G. MEASUREMENT STANDARDS

[End of letter #800]

(CRB) No letter number
Modify 9.1.6.D.3.c as follows: "No alteration to the stock transmission gear ratios is allowed*, except that any first gear ratio greater than 2.5 is permitted for non-Limited Prep cars*. [Note: this allows a specific transmission to be used that would otherwise be non-compliant.]

#6011 - November
Modify 9.1.6.D.3.c as follows: "No alteration to the stock transmission gear ratios is allowed*, except that any first gear ratio greater than 2.5 is permitted for non-Limited Prep cars*."

MOTION (Patullo/Merideth) to approve the following rules changes to Showroom Stock and SSC. PASSED Unanimously.

Showroom Stock
#5378 – September
In 9.1.7.E, add the following: "*35. It is permitted to add an aftermarket tachometer to any car that is not equipped with a factory tachometer.*"

#5716 – September
In 9.1.7.B, replace "~~Cars will be eligible for competition from the time they are classified until the end of the twelfth calendar year of competition of the latest model year listed on the specification line.~~" with "*Cars more than 5 model years old will not be classified.*" [Note: if approved, previously approved Showroom Stock item 1 will be removed.]

CRB (No letter number.)
In 9.1.7.D, add a new item 11 as follows:
It is permitted to either
- *disconnect the stock hood release cable and replace it with a release cable easily accessible from the front of the car, or*
- *disconnect the stock hood release cable and remove the stock hood latch and use hood pins to retain the hood in place.*

[Note: most new hood release cables are plastic; in a fire, they may be damaged and prevent access to the engine compartment.]

SSC
#5276 – September
In 9.1.7, SSC, Ford Focus SVT (02.5-04), Ford Focus ZX-3 (00-03) and Ford Focus ZX4 ST (05-06), add to Notes: "*Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.*"

CRB (No letter number)
In 9.1.7.E.34, add the following paragraph:
If a manufacturer's suspension kit (springs and shock absorbers) is listed on the vehicle spec line, it must be used; otherwise, required spring lengths and rates and specific aftermarket shock absorbers will be listed on the spec line.

MOTION (Patullo/Merideth) to approve the following rule changes to Spec Miata. PASSED Unanimously.

Spec Miata
#5155 – July
In 9.1.8.C, add the following to the fourth paragraph: "*It is permitted to use industry standard procedures to repair damaged non-engine components (e.g., welding a transmission or differential housing).*"

#5302 - November
In 9.1.8.C.1.b, make the following changes:

b. Block
1. The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum *standard* diameter as shown in the following table:

Model Year	**Maximum *Standard* Diameter (inches)**
90-93	3.076
94-05	3.273

2. Cast iron cylinder liners (sleeves)~~ may be installed to restore damaged or worn cylinder bores to the original dimension. Re-boring to over size is prohibited.~~ *as previously permitted may be used in both Regional and National racing through the 2012 season and may not be used at the 2012 runoffs or*

beyond. Regions may continue to allow sleeved blocks via supplemental regulations.

3. *The cylinders may be bored .010" over to a maximum overbore diameter shown in the following table:*

Model Year	*Maximum Overbore Diameter (inches)*
90-93	*3.086*
94-05	*3.283*

4. *If one or more cylinders is overbored or exceeds the maximum standard diameter specified in paragraph 1, the vehicle shall meet the "minimum weight with overbored motor" specified in the vehicle specifications.*

In 9.1.8.C.1.e, make the following changes:

e. Pistons

1. Mazda OEM ~~standard size~~ pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o wrist pin and hardware (grams))	Minimum Weight Wrist Pin (grams)
90-93 *(standard)*	B6Z2-11-SA0C	271.5	86.0
90-93 (.010" over)	B6Z2-11-SB0C	*TBD*	*TBD*
94-97 *(standard)*	BPY1-11-SA0A	291.5	86.0
94-97 (.010" over)	BPY1-11-SB0A	*TBD*	*TBD*
99-00 *(standard)*	BPZ0-11-SA0	288.0	78.0
99-00 (.010" over)	BPZ0-11-SB0	*TBD*	*TBD*
01-05 *(standard)*	BPZ3-11-SA0	288.0	78.0
01-05 (.010" over)	BPZ3-11-SB0	*TBD*	*TBD*

2. ~~The use of oversize pistons is not permitted.~~ No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

Modify the specification table as follows:

SM	Bore x Stroke(mm) / Displ. (cc)	Valves IN & EX (mm)	Restrictor Size (mm)	Comp. Ratio	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Mazda MX-5 / Miata (90-93)	78.0 x 83.6 1597 OR Alternate 78.25 x 83.6	31.1 (I) 26.3 (E)	N/A	9.4	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 235 Vented Disc (R) 232 Solid Disc	2275 *or* *2290 With Alternate Bore*	
Mazda MX-5 / Miata (94-97)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	47mm	9.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3 See Notes	(F) 255 Vented Disc (R) 252 Solid Disc	2365 *or* *2380 With Alternate Bore*	Must update to the 4.30:1 rear axle ratio as found in the 99+ cars.
Mazda MX-5 / Miata (99-00)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	41mm	9.5	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450 or 2465 With Alternate Bore	Maximum L dimension of 1.815" is permitted.
Mazda MX-5 / Miata (01-05)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	43mm	10.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450 or 2465 With Alternate Bore	

MOTION to approve the rule changes in Sports Racing CSR, Touring and Spec MX-5. PASSED Unanimously.

Sports Racing
CSR

#3229 – April
In 9.1.9.A.2.a, engine table line C, change the maximum displacement from ~~1350~~ to *1470*.

Touring

#5378 – September
In 9.1.10.D.9.c, add the following: "*6. It is permitted to add an aftermarket tachometer to any car that is not equipped with a factory tachometer.*"

#5717 – September
Delete 9.1.10.C.4.b in its entirety: "~~Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.~~"

In 9.1.10.C.3.a, add at the end: "*Cars more than 5 model years old will not be classified.*"

CRB (No letter number.)
In 9.1.10.D.10, add a new item g as follows:
It is permitted to either

- *disconnect the stock hood release cable and replace it with a release cable easily accessible from the front of the car, or*
- *disconnect the stock hood release cable and remove the stock hood latch and use hood pins to retain the hood in place.*

[Note: most new hood release cables are plastic; in a fire, they may be damaged and prevent access to the engine compartment.]

T1

#3945 – April
In 9.1.10, T1, BMW E92 M3 (08-09)/BMW M3 GTS (2010), add to Notes: "*StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R).*"

T2

#5393 – September
In 9.1.10, T2, Ford Mustang GT 5.0L 2011-12, add to Notes: "*Ford Racing oil pan #M-6675-M50BR permitted.*"

T3

#4382 – May
In 9.1.10, T3, Mazda Mazdaspeed3 (07-09), change Max. Wheel Size from "~~18 x 7~~" to "*18 x 8*".

SPEC MX-5

#4518 – October
In 9.1.11.B.9.b, change as follows:

All cars must use the ~~MAZDASPEED~~ SPEC MX-5 coil over kit, *Mazdaspeed part number 0000-04-5250-B and the Anti-Roll Bar Kit, Mazdaspeed part number 5536.320.* Kits must be used in their entirety with no parts substituted or omitted. The following is a breakdown of components supplied in the kit*s*: ~~SPEC MX-5 Kit~~

Part	Location	Part Number	Notes
Shocks	Front	~~F4-BE5-D175-HO~~ *F4-BE5-D180-HO*	Bilstein Sealed Shock
	Rear	~~F4-BE5-D174-HO~~ *F4-BE5-D179-HO*	Bilstein Sealed Shock
Springs	Front	~~Eibach #TBD~~ *E4-FD1-Y805-A00*	~~400 lb/in~~ Bilstein Spring
	Rear	~~Eibach #TBD~~ *E4-FD1-Y412-A00*	~~350 lb/in~~ Bilstein Spring
Anti-Roll Bars	Front and Rear	KIT 5536.320	Rear bar is adjustable. F: 25mm, R: 16mm
~~Helper Spring and Adapter Spring Perch~~	~~Front and Rear~~	~~0000-04-HLPR-EB~~	

MOTION (Patullo/Merideth) to approve the car reclassifications in Improved Touring and Production as shown below. PASSED Unanimously.

CAR RECLASSIFICATIONS

Improved Touring

#4840 – November
In 9.1.3, ITR, Mazda MX-5 (2006), reclassify from ITR to ITS at 2740 lbs.

Production

#5580 – September
Reclassify Honda Civic Del Sol Si (93-94) from EP to FP with current specifications except maximum compression ratio 12.0:1, valve lift limited to .450.

#6081 - November
In 9.1.5, EP, BMW 318i/is E36 (92-95), reclassify from EP to FP at 2400/*2460/**2520.

MOTION (Patullo/Walsh) to approve the rule change #4350 to the GCR. PASSED 10-3. Opposed Gordy, Merideth and Jones.

#4350 – May
In 9.3.29, add a new section D as follows:
"*Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FF, FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR using numbers that are a minimum of two inches in height and are within 6 inches of the class designation in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class.*"
[The CRB has modified the text in response to member input. The grayed out text is removed and replace by the remaining text in that sentence.]

MOTION (Walsh/Creighton) to approve the following rule change #2673 to the GCR. PASSED. 12-1. Opposed Langlotz.

#2673 – July
Change 3.5.5 as follows:

Changing Supplemental Regulations
All *non-clerical errors and omissions* changes to the Supplemental Regulations and event schedule must be approved by the SOM. *Prior to the start of the event, the Chief Steward may make clerical errors and omissions changes to the schedule and/or class groupings and related information (for example, the omission of a class or a reference to the rules for a regional class).* Except for modifications to the schedule and/or class groupings, no changes may be made to the Supplemental Regulations after the pre-entry period is open unless either there is unanimous agreement by all affected competitors who have already entered, or the SOM determine changes are necessary for reasons of safety or forces beyond their control.

MOTION (Patullo/Merideth) to approve the following rule change #4668 to the GCR. DEFEATED 3-10. Opposed: Lybarger, Jones, Langlotz, Wannarka, Walsh, Lewis, Kephart, Butler, Creighton.

#4668 – August
Replace the current 4.4.2 with the following:
~~4.4.2. Entering Multiple Classes~~
~~An entrant or driver who enters more than one class under a single sanction number must submit separate entry forms and fees for each class.~~

4.4.2. Multiple Entries

A. An entrant or driver may enter the same car in multiple classes in different race groups under the same sanction number provided he submits separate entry forms and fees for each class.

B. An entrant or driver may enter multiple cars in a single class under the same sanction number with the following provisions:

1. He must submit separate entry forms and fees for each car.
2. He will receive no refund of entry fee for any entered car that takes the course during any session under that sanction number.
3. Entering multiple cars in the same class cannot lead to oversubscription in a single class race group.
4. A particular driver / car combination may be qualified more than once, but only the last driver / car combination qualified retains a qualifying time and all qualifying times for all prior driver / car combinations are forfeited.

C. An entrant or driver cannot enter the same car in multiple classes in the same race group.

MOTION (Kephart/Noble) to approve the following rule change #5204 to the GCR. PASSED unanimously.

#5204 – September

Add a new section to support an alternative Driver School program
[The CRB has modified the text in response to member input. The first paragraph is new and the second paragraph has been modified with regard to which officials may request the use of this program. Changes to paragraph g have been made to clarify how a student is judged to have successfully completed the school.]

C.2.7.E.4 Alternative Drivers' Schools
The primary purpose of this type of drivers' school is to help novice drivers with prior racing, PDX, Time Trials, Solo and coaching experience, to complete their school requirements when they are unable to attend traditional schools. However, it may be used to give an inexperienced novice credit for a single school completion. This type of school may not be workable in all divisions nor at all tracks. Chief Driving Instructors and Divisional Licensing Chairmen should coordinate with the Divisional Executive Steward and the Chief Steward of the event to insure that the prospective student has had the proper ground school before the event and the right attitude and capabilities to complete the program. This is especially important for novice drivers with little or no prior experience.

At the request of the Divisional Chief Driving Instructor, Divisional Driver Licensing Administrator, Certified Driving Instructor or Divisional Executive Steward, a Novice Permit holder may be offered an alternative path to an SCCA Regional competition license under the following conditions:

a. The ground school / classroom component may be satisfied informally via telephone, email, or one-on-one meetings between the student and his designated Driving Instructor. The student must demonstrate knowledge of the GCR and the flags as used in SCCA Club Racing.

b. After successfully completing the ground school, the student must enter a track test day or SCCA sanctioned test day during which his driving will be observed and evaluated by his Driving Instructor along with any other individuals the Instructor and the Chief Steward for the race may designate.

c. Driving Instructors for this program will be approved by the Division's Chief Driving Instructor or by the Divisional Driver Licensing Administrator.

d. The host region may charge a fee to cover costs associated with this type of school.

e. For students with recent on-track and/or competition experience or who have successfully completed an SCCA Drivers' School, upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may waive all Drivers' School requirements for the student.

f. For students without recent on-track and/or competition experience, the driving evaluation must include sufficient on track activity to satisfy the Driving Instructor and Chief Steward that the student has completed the equivalent of one school. Upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may consider this school as the completion of only one of the two required Drivers' Schools.

In 3.1.10.B, add at the end: "*A Novice Permit holder who is participating in an alternative drivers' school may participate in SCCA practice days in accordance with the provisions of C.2.7.E.4*."

APPENDIX C RR Rule Changes

RoadRally Rules changes for 2012:
8.B.4 – added last sentence
10.L – added to agree with other SCCA rules books

ARTICLE 8 ANNUAL *RoadRally* CHAMPIONSHIP
B) National Champions 4) Champions in each category shall be determined by the accumulation of points earned in SCCA ***RoadRally*** championship events in each series up to a maximum of 100 points. *Regional rallies may account for a maximum of 70 of these points in each series for competitors in the Expert and Grand Master categories.*

ARTICLE 10 ENTRY REQUIREMENTS
L) Assumption of Risk RoadRally is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, navigator, and crew members. The participant agrees that by entering an event, the Participant acknowledges that the event will be conducted on public and/or private roads with the accompanying hazards. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant

further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, site owners/operators, and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property. M) Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both. IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:
1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent

areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2 Hereby RELEASE, WAIVE, and DISCHARGE SCCA,the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

3 Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

4 Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

5 Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6 Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, not withstanding, continue in full legal force and effect. I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 1, 2011

The Club Racing Board met by teleconference on November 1, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith, BoD liaison; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-12, 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

1. #6394 (Terry Ozment) Eliminate crew licenses - no longer valid distinction
   Delete Appendix C.3 CREW LICENSES and renumber subsequent sections. [The original insurance requirement for instituting crew licenses no longer applies. Only membership is required for access to hot areas and insurance coverage.]

FORMULA

1. #6532 (CRB) F600 Rule set revised
   F600 is designed to be an entry level, relatively inexpensive class using modern 600cc motorcycle engines. The basic rule set is a variation on F500 with some significant differences. The initial 600cc motorcycle engine project was to integrate the engines into F500, but when the CRB decided to recommend F600 as a separate class, the members who were responsible for the initial effort created a standalone F600 rule set. It differs from F500 in the following areas: suspension (see K.1, K.2 and K.3 below) to permit the use of more traditional technology; weight and dimensions (K.2) to permit larger drivers a safe environment; wheels and tires (K.13) to permit the use of more widely available products. There are other minor differences. The CRB seeks member input on this proposed rule set with particular attention to these items. Depending on member comments (particularly from those who have built or are building cars to the F500 requirements), decisions will be made on which of the proposed changes will be adopted for the final F600 rule set to be submitted to the BoD for approval.

   Add 9.1.1.K, Formula 600 as follows:

   Note: differences from the rules previously published for 600cc motorcycle engines in F500 are shown as strikeouts for deletions or in red italicized type for changes and additions.

K.1. Definition

A class for single-seat, open-wheel~~, rigid-suspension~~ race cars using 600cc motorcycle engines. Specifications are restrictive in nature in order to emphasize driver ability rather than design.
Formula 600 is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars.

K.2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be ~~850~~ *875 pounds using elastomeric springs or 925 pounds when using steel coil springs with hydraulic shock absorbers.*

Wheelbase:	Maximum	~~80"~~	*90 inches*
Overall Length:	Minimum	~~110"~~	*120 inches*
	Maximum	~~150"~~	*160 inches*
Overall Width:	Minimum	~~50"~~	*55 inches*
	Maximum	~~55"~~	*60 inches*

K.3. Suspension

Suspension shall be restricted and of a safe, suitable design. "Restricted" is defined as follows:
The springing medium of the chassis shall be limited to coil steel springs or elastomeric springs (rubber or other similar materials).

A. ~~There shall be no springs or shock absorbers acting either directly or indirectly between the frame/chassis and axle.~~ *Elastomeric springs shall have a maximum diameter of 2.0 inches and a maximum thickness of 2.0 inches (both dimensions in a new and uncompressed state). The springs of either type are limited to 1 spring per wheel. Chassis that use elastomeric springs may use friction damping materials at the rocker arms only.*

B. Hydraulic shock absorbers shall have a single steel or aluminum body and are limited to a maximum of 2 adjustments (1 rebound adjuster and 1 compression adjuster). These shock absorbers shall be strictly limited to single body shock absorbers.

~~C. Blocks, bushings, and/or mounts of rubber or similar material shall be used to isolate engine and drive assemblies,~~

~~and/or axles from vibration, shock, or track irregularities. The number of mounts shall not exceed one (1) per wheel and shall not exceed one (1) inch in thickness in uncompressed state nor shall they be stacked. The diameter of the mounts shall not exceed two (2) times their thickness. The mounts shall carry the weight of the car. Installation will be evaluated on compliance with both the letter and the intent of this provision. Elastomeric springs if used may use friction damping material at the rocker arms only.~~

C. *The r*~~R~~Rear driving axle shall be of solid or tubular steel *or high strength aluminum alloy*. The *a*~~A~~Axle shall be *a* one piece live axle, driving both rear wheels. Trailing arms are allowed. Differentials and/or slip joints are not permitted. *Spacers for drive components are permitted.* The intent of this subsection is to eliminate independent rear suspension of any type, or provision for lateral movement of the axle shaft to facilitate independent-type suspension.

~~D. Front axle(s) design and/or mounting configuration shall be such that the axle(s) does not function as a torsion bar. Split-axle/independent front suspension is permitted so long as suspension control is effected solely by the mounting defined herein.~~

D. Anti-sway bars are ~~not~~ permitted.

K.4. Brakes

Brakes shall be foot-pedal operated, hydraulic disc ~~or drum-type,~~ acting on all four wheels. The brakes shall be a dual system, arranged in a manner to provide braking for at least 2 wheels in the event of failure in part of the system. *Brake calipers are limited to ferrous or aluminum alloy and are limited to 2 opposing pistons per caliper per wheel. A single 4 piston caliper may be used on a single rear brake rotor. Brake rotors are limited to ferrous materials only.*

~~**K.5. Steering**~~

Steering is unrestricted provided it is of a safe and suitable design.

K.6. Transmission and Final Drive

A. Only rear wheel drive is permitted.

B. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.

C. Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.

D. All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are permitted. This may include cables, rods, or other mechanical linkage systems. All other shifting mechanisms are not permitted. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.

E. The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.

F. Mechanical throttle mechanisms must be used on all engines. Computer, electronic or pneumatic control of the throttle position is not permitted.

G. The use of jackshafts to transmit power from the output shaft to the rear axle is permitted.

H. Final drive chain tensioners are permitted.

K.7. Frame/Chassis

The frame/chassis assembly shall be constructed of steel tubing, and shall be of a safe and suitable design. There shall be a bulkhead incorporated in the chassis forward of the soles of the driver's feet with the pedals depressed. Forward-facing braces protecting the driver's legs and feet shall extend from the front roll hoop to the front bulkhead, unless foot protection is provided in accordance with 9.4.5.G.1.B.

The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedal not depressed).

K.8. Roll Cage

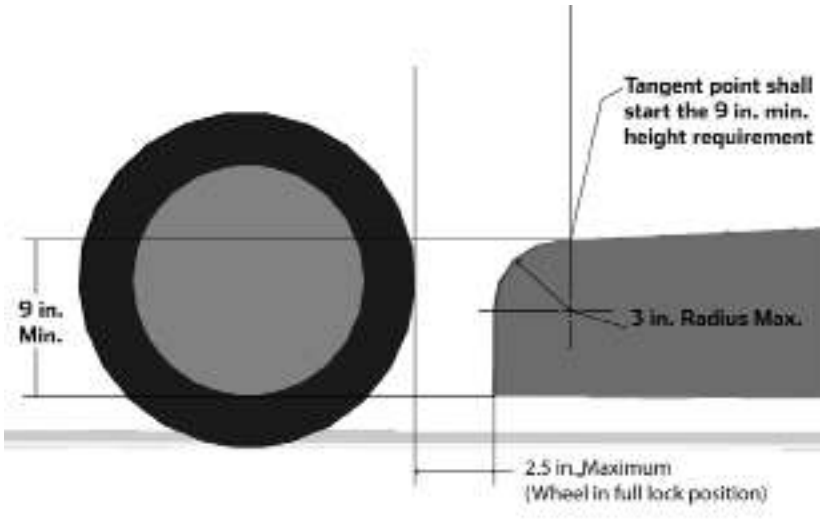
Cars shall have a full roll cage complying with section 9.4.5, made of steel, designed so that when viewed from overhead, an opening, having a minimum width of fourteen (14) inches and a minimum length of seventeen (17) inches is available for driver extraction under emergency conditions.

K.9. Bodywork

All mechanical components of the car, forward of the roll cage, shall be covered by suitable bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. Driver's seat shall be capable of being entered without the removal or manipulation of any part or panel. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The sidepod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The sidepod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The sidepod(s) may be open to the rear. Sidepod(s) is (are) intended to restrict wheel entanglement between cars. The purpose of these rules is to minimize the use of

“ground effects” to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the engine or rear axle.) The bodywork shall not extend below the surface the chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. Wings are prohibited.

Rear diffusers are permitted. The maximum width of the diffuser is limited to a dimension that is narrower that the distance between the insides of the rear tires.



~~**K.10. Tires**~~

~~Any recognized ten (10) inch racing tire with any tread width up to a designed 7.5 inch width may be used. Any HR rated radial tire may be used as a rain tire.~~

K.11. Wheels

All 4 wheels must comply with only one of the following requirements:

A. 10 inch diameter with a maximum width of 8.5 inches.

B. 13 inch diameter with a maximum width of 7 inches.

K.12. Ballast

Ballast may be added to meet the minimum weight requirement provided it is securely mounted within the bodywork and serves no other purpose. It is recommended that underweight cars be brought to the minimum limit by adding strengthening material to areas providing driver protection; i.e., roll cages, frame rails, etc., rather than simply bolting in additional weight.

K.13. Fuel Cell

The fuel cell shall be located within the bodywork, ahead of the rear wheels and behind the centerline of the front wheels.

K.14. Engines

A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.

B. It is the purpose of this section to control the power level of current and future F600 engines to be approximately the same. Thus all engines must use individual inlet restrictors (IIRs) that comply with Appendix F, Flate Plate Intake Restrictor, except the third and fourth bullet items. The IIRs holes shall each be 32.0 mm in diameter. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may require adjustments to the restrictors at any time by publication in Fastrack.

C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless specifically authorized in these rules.

D. The stock ECU shall be used. The ECU fuel *and ignition* map may be changed. Devices that modify inputs to or outputs from the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.

E. Turbochargers and superchargers are prohibited.

F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.

G. The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.

H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems are permitted.

I. Oil coolers are unrestricted.

J. The cooling system is unrestricted. ~~Radiators and associated ductwork shall comply with the existing F500~~

~~bodywork rules.~~

K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is permitted. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.

L. Replacement of the standard connecting rod fasteners with alternate fasteners is permitted as long as there are no modifications to the production connecting rods Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or to the production assembly.

M. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.

N. Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.

O. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.

K.15. Chain/Belt Guards

Protective guards made from 1/8" aluminum or 3/32" steel are required where chain breakage could result in injury to the driver or damage to items necessary for the safe operation of the vehicle. This includes, but is not limited to, fuel lines, fuel tanks, brake lines, radiator, and water hoses.

~~**K.16. Radiator**~~

~~Capacity, size, shape, location, and number are unrestricted. Overhead radiators shall be at least six (6) inches rearward of driver's head.~~

FM

1. #6353 (Moses Smith) Formula Mazda rule change Per the Manufacturer
   In 9.1.1.F.19.A, add at the end: "*Titanium hardware is not permitted. Tubular or Hollow bolts are not permitted.*"
   In 9.1.1.F.19.B, change as follows: "Brake fluid, ~~fasteners~~, clamps, and radiator hoses are unrestricted."
   In 9.1.1.F.19, add a new subsection D as follows: "*Ceramic bearings are not permitted. All bearing components must be ferrous metal, except for bearing retainers and bearing cages. This definition is applicable to all bearings, including, but not limited to, wheel bearings and transmission/gearbox bearings."*

SUPER TOURING

1. #4920 (Peter Keane) Allow alternate turbo
   REC: In 9.1.4.G.20, change from "~~Turbochargers may not be added to engines that did not originally come equipped with one.~~" to "*Turbochargers may be added to engines that did not originally come equipped with one on a case by case basis.*"

2. #6217 (CRB) Remove Front Splitter Damage Allowance
   Delete 9.1.4.D.1.b in its entirety. [This should not be a judgment call. Either the rule is met or not.]

STU

1. #6395 (CRB) STU/STL "Hatchbacks" Wings
   In 9.1.4.2.B.2.c and 9.1.4.3.B.2.c, change as follows:

   The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof *or roll cage main hoop whichever is higher, measured at the highest point*. Cars with a ~~wagon-style or hatchback~~ *wagon*back/notchback/hatchback style body ~~(e.g., Mazda Protege 5, Civic hatchback)~~ may have the rear wing *assembly, including the end plates and any wicker,* mounted a maximum of 4.0 inches above the ~~roofline~~ *highest point of the roof*. ~~The mounting position will be measured between the highest points of the roof and the wing assembly.~~ *For this subsection, a wagonback/notchback/hatchback style body (or variations of these) is a car in which the rear edge of the roofline is no more than 28.0 inches forward of the rearmost bodywork as measured along the vehicle longitudinal centerline.*

2. #6567 (Rob May) Change STU turbo wording
   In 9.1.4.2.I.2, add at the end of the first paragraph: "*No turbocharged engines with more than 4 cylinders will be classified.*"

PRODUCTION

1. (multiple) Radiator screens
   Add a new subsection 9.1.5 E.6.h as follows: "*Screens, block-off plates or tape that serve only to protect or restrict air flow to the radiator(s) and/or oil cooler(s) are unrestricted, but must be located behind the stock grille or, for cars that do not have a stock grille, a minimum of 2" behind the stock radiator/cooler opening.*" [Note: this replaces the rule previously approved by the BoD in October.]

2. #6256 (CRB) Hinges
   In 9.1.5.E.9.a.6, Production, change the fifth sentence as follows: *"Stock* door hinges must be retained *and mounted* in their stock location."

3. (multiple) Oppose Elimination of spoilers from Production
Under the current rules the specifications are based upon the base model of each car. If the base model came with a rear lip spoiler, then it is allowed. It is also allowed if a rear spoiler is listed on the car's spec line. The CRB will clarify the language of 9.1.5.E.9.a.16 to reflect this as follows: "*16. Stock or aftermarket rear spoiler or wing not permitted, unless factory installed for the listed base model or permitted on the car's spec line.*"

SHOWROOM STOCK
SSB
1. #3824/#6226 (Stan Czacki) Suspension Allowance-Camaro & Firebird
In 9.1.7, SSB, Chevrolet Camaro V-6 (96-02) and Pontiac Firebird V-6 (96-02), add to Notes: "*SP-141 front and rear springs permitted; SP-8316 front sway bar and SP-8327 rear sway bar permitted; UMI-2006 shock tower brace permitted.*"

SSC
1. #6192 (Joel Lipperini) Competition Adjustments 03-08 tiburon
In 9.1.7, SSC, Hyundai Tiburon V-6 (03-08), add to Notes: "*Accusump permitted.*" [Weight reduction not recommended.]

TOURING
T1
1. (multiple) Open bushings and ball joints for C5/6 Corvettes
In 9.1.10.D.5, add a new item as follows: "*c. All T1 cars are allowed to replace OEM upper and lower A-arm bushings with polyurethane or delrin bushings.*"

T2
1. #3482 (Rob May) Allowance of spring kit for Z4 M Coupe
In 9.1.10, T2, BMW Z4 M Coupe (2007), change weight from ~~3325~~ to *3475* and add to Notes: "*Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Ground control # MZ4Swaybarset permitted.*"

2. #6474 (Ralph Provitz) Performance enhancements for Lotus Exige
In 9.1.10, T2, Lotus Exige (06), add to Notes: "*Sector 111 Eliminator V3 permitted to replace rear panel.*" [Other items not recommended.]

CAR RECLASSIFICATIONS
None

WHAT DO YOU THINK?
None

MEMBER ADVISORIES
GENERAL
SFI recently issued a requirement of inspection and recertification every five (5) years of all SFI 38.1 HNR Devices. The GCR does not specify this requirement. Currently, SCCA is recommending, but not requiring, that SFI 38.1 HNR devices be inspected and recertified by the manufacturer every five (5) years as per the SFI requirement. Please also note that the SFI requirement does not apply to FIA 8858 HNR devices. SCCA will continue to monitor developments regarding the SFI-requirement.

SHOWROOM STOCK AND TOURING
At its October meeting the SCCA Board of Directors suspended the 2.5 rule for 2012 and 2013 and reinstated T3 for 2012. Absent the 2.5 rule, classes will be managed by the Club Racing Board, with final approval of the Board of Directors.
The CRB has received many questions about the future of the Showroom Stock and Touring categories. The CRB is issuing this Member Advisory to answer those questions as best we can at this time

The CRB recently put forth a proposal to for the Showroom Stock and Touring categories that would have begun to be put in effect in 2012 with the expectation that the existing T3 would no longer be a class. That proposal was based on more than just the loss of T3. It has been the case for the last few years that, except for T2, all of the Touring and Showroom Stock classes have been weakly subscribed. In addition, several manufacturers have embraced the idea of a "B-Spec" class to be run within several sanctioning bodies, including some Pro series. The manufacturers have jointly asked SCCA to create and maintain the rules for this class. Taking all these factors into account, the CRB still plans to have four Touring classes in 2013 designated as T1, T2, T3 and T4.

T1 will continue essentially as is. T2 will become a combination of the current T2 and T3 classes. The new T3 will be a combination of the current SSB and SSC classes. In both the new T2 and T3 classes, adjustments will be made to make the cars competitive with one another. The B-Spec cars will be the basis for T4. For 2012, several cars in SSB will also be dual-classed in SSC to

give owners of those cars a choice of configurations.

NOT APPROVED BY THE CRB

GCR

1. #6354 (John Nesbitt) Clarify Restart Rules
   The current rules are fine as written. The advisory committee suggests that the steward organization have training sessions to better understand the restart procedures.

FORMULA

FF

1. #6369 (Bill Kephart) Remove Cortina engine from FF
   This engine is still used occasionally in Regional racing and therefore must remain in the rules.

FV

1. #6109 (Brian Mc Carthy) bolt on valve covers - please make mandatory
   Thank you for your input. The rules are adequate as written.

GRAND TOURING

GT2

1. #6293 (Michael Smellie) Weight Reduction or Engine Increase to 3 Rotor
   Compared to GT3 Mazda performance and lap times and the chassis advantages of the GT2 car (wheelbase, track. wheels/ tires, etc.), the GT2 car should be competitive at its current specification.

GTL

1. #6172 (Lans Stout) Restricted Car Weight - Nissan L18
   This car is competitive as specified.

IMPROVED TOURING

1. #6002 (Eric Heinrich) Allow e30 front body reinforcement peices for all BMW E30 models
   Not consistent with class philosiphy.

ITS

1. #6041 (Barry Brown) Reclassify the 99-00 Civic Si to ITA
   Thank you for your input. This car is classified correctly.

ITA

1. #5576 (Grant Boshoff) Reduce the Weight of 90-93 Integras to Original pre-2006 Weight.
   This car is classified correctly. We will continue to monitor its performance against others in its class.

ITB

1. #6238 (Chi Ho) reduce weight on the 99-00 protege
   Thank you for your letter. This car is classified correctly.

SUPER TOURING

1. #6554 (Keith Feldott) Allow alternate throttle bodies for the BMW V8 engines.
   Requested change is not within class philosophy. Thank you for your submission

STO

1. #6555 (Keith Feldott) Reduce the weight of the BMW E36/46 chassis.
   This car is at process weight. Thank you for your submission

STU

1. #6263 (Eric Heinrich) consider allowing non-USDM engines for small displacement NA cars
   Not recommended at this time. Thank you for your submission

2. #6301 (Marty Grand) Help the Mitsubishi Evo
   This car is competitive as classed. Thank you for your submission

PRODUCTION

EP

1. #6411 (Dave Kavitski) Weight addition on 99 Miata by 100 lbs
   The E Production class is very competitive at this time. We will continue to monitor the class,

2. #6412 (Dave Kavitski) Increase the weight of the 79-89 RX7s by 50 lbs.
   The E Production class is very competitive at this time. We will continue to monitor the class,

3. #6413 (Dave Kavitski) Increase the Weight of the 99 BMW Z3
   The E Production class is very competitive at this time. We will continue to monitor the class,

4. #6414 (Dave Kavitski) Increase the weight of the 71 Datsun 240Z by 75 lbs.
   The E Production class is very competitive at this time. We will continue to monitor the class,

FP

1. #6382 (Bob Coffin) Request vented front brakes 83-84 VW GTI
   Not recommended based on the weight of the car.

2. #6483 (Keith Church) Increase valve size FP corolla
   Thank you for your letter. This car is competitive as classified.

HP

1. #6383 (Bob Coffin Coffin) Please allow A2 chassis front hub carrier,hubs and larger brgs
   Not recommended at this time. This does not appear to be a big concern within the VW community.

2. #6386 (Bob Coffin) Remove phrase from spec line for VWs
   This rule is correct as listed. The car did not come with fuel injection originally, thus permitting it is not within class philosophy.

AMERICAN SEDAN

1. #5034 (Ted Johnson) Allow Alternate Transmissions in A/S
   Thank you for your input. The ASAC will be monitoring transmissions and potential issues in 2012 to determine if any additional transmissions are needed for the class for 2013. Any 6 speed considered would include 5th gears with a .74 or less ratio, in order to not obsolete currently compliant transmissions.

2. #5903 (Ted Johnson) rev limiter
   Thank you for your input. Rev limiters are not in the spirit of the class.

3. #5904 (Ted Johnson) air restrictors
   Thank you for your input. Air restrictors are not in the spirit of the class for full preparation/carburetor cars.

SPEC MIATA

1. #6352 (Shawn Slattery) Cold air intake for the 1.6 cars in SM
   Thank you for your input. We will continue to monitor parity, however with the most recent weight and restrictor plate changes for the 2012 season, this does not appear to be needed at this time.

SHOWROOM STOCK

1. #3814 (Sam Ryan) VW rear control arms
   Not within class philosophy. Thank you for your submission.

SSB

1. #6356 (Joel Lipperini) Car Classification requests for SSB
   The Chrysler Crossfire and the Mazda Protege would have to carry too much weight in SSB.

SSC

1. #6193 (Joel Lipperini) Car Classification RSX-S
   This car is competitive as classified in SSB.

2. #6195 (Joel Lipperini) Weight reductions for SSC cars
   All cars for which adjustments were requested are at process weight.

3. #6392 (Joe Aquilante) Impreza in spec B
   This is not a B-Spec car.

TOURING

T1

1. #6308 (Michael Pettiford) Reduce the weight by 50 lbs of the 2010 Grand Sport
   The penalty for larger wheels and tires is appropriate; does not require all competitors to purchase them.

2. #4944 (Brian Kleeman) Allow Nissan 350Z to update to the 370Z motor in T2
   Not within class philosophy.

3. #6299 (Marty Grand) Allow any alternate radiator fan.
   Not within class philosophy.

4. #6388 (Christopher Childs) Motorsport Control Arms for Porsche 996
   There are other ways to adjust camber.

T3

1. #5253 (Cheyne Daggett) Camber/Caster Plates 2011 Mustang V6
   There are other ways to get more camber.

2. #6188 (Cheyne Daggett) Adjustments for 2012 if T3 is still a class. (11-12 mustang V6)
   This car is competitive as classified. We will continue to monitor the T3 class.

PREVIOUSLY ADDRESSED

SSC

1. #4675 (Clifton Winkleman) B-Spec request (Nissan Versa)
   See October Fastrack.

NO ACTION REQUIRED

GCR

1. #5537 (Jim Rueff) Proposed Change to Definition of Entrant
   You raise two points in your letter. One is contrary to current GCR requirements. No one who is not registered may drive a car during any session without notification and approval by the Chief Steward. With regard to a mechanical issue having been raised about a car, the driver may ask the SOM to hear the entrant as a witness.

2. #6176 (Dennis Hand) Response to #5217 - Changes to Controlled Substances Section
   Thank you for your letter. The wording of this rule change was modified before approval by the BoD.

3. #6184/#6203 (Pat Goolsbey/Tony Sleath) Runoffs SRF qualifying with S2
   Thank you for your letters. As much as every class would like to be alone on track, Runoffs scheduling constraints preclude this. To provide reasonable sessions, combined groups are a simple necessity. All but one class was part of a combined group in 2011. Depending on the number of entrants in various classes, 2012 might have only a few or no single class groups and it might be necessary to have more than one group with three classes to avoid large speed differentials.

4. #6213/6228 (Edward DelMonico/Michael Odonovich) increase medical to 2 years for 60-70 years olds
   Thank you for your support for this change.

5. #6215 (Joe Aquilante) One Last Try--Get rid of 2.5 rule
   Thank you for your letter.

6. #6269 (Chuck McAbee) Runoffs Qualifications
   Thank you for your letter. It will be considered in discussions of Runoffs eligibility requirements.

7. (multiple) SFI H&NR expiration
   The language in 9.3.20.C.2 does not require recertification of head and neck restraints that are certified by either SFI or FIA.

8. #6279 (Neil Cox) Club Racing Definition
   Thank you for your letter. It will be considered in future planning.

9. #6401 (Darwin Felix) National drivers should not earn Regional Points
   Each regional series may set its own requirements for earning points. Some regions already bar drivers with certain backgrounds from earning points.

10. #6409 (Dave Kavitski) Rain Racing Light(s)
    Thank you for your letter. This topic has been revisited many times. The CRB considers the current rule to be appropriate.

11. #6427 (Darwin Felix) BF Goodrich Championship Final West
    Thank you for your letter. It will be considered in future planning.

FORMULA

FB

1. #6178 (Bill Wald) Clarification on FB rules
   There are no additional rules changes that have been submitted for 2012.

GRAND TOURING

GTL

1. #6303 (Mark Ward) Congratulations are in order.
   Thank you for your recognition.

IMPROVED TOURING

1. #5946 (Mark Andy) Clean up Accessory Pulley language
   Thank you for your letter. The rule is adequate as written.

2. #6358 (Nat Wentworth) comment on proposed rules - engine mounts
   The new rule does not apply to suspension components.

3. #6449 (Evan Webb) Support for IT rule changes.
   Thank you for your letter.

4. #6466 (Les Chaney) Opposes alternate motor mounts.
   Thank you for your letter.

5. #6476 (Gregg Ginsberg) Engine mount input.
   Thank you for your letter.

SUPER TOURING

STU

1. #6468 (CJ Moses) T2 Compliant cars run STU, similar to IT spec allowance?
   Not recommended at this time.

2. #6553 (Tim Myers) Request 2000 Audi S4 classification into STU
   This is not within the philosophy for STU. Twin turbo/ turbo 6 cylinder cars are classed in STO. Thank you for your submission

STL

1. #6402 (Eric Heinrich) Oppose STL as a national class
   Thank you for your input

2. #6473 (Ian Stewart) Support STL National
   Thank you for your support.

PRODUCTION

1. #6463 (Evan Webb) Bring back GP as regional
   Thank you for your input. Any region may create a regional rule set for former GP cars. The CRB has no intention of restoring GP to the GCR.

2. #6415 (Dave Kavitski) Board members should not vote or input on rules in their class
   Thank you. We already implement this rule which is part of the Advisory Committee manual.

HP

1. #6359 (Mark Brakke) further communication re letter 5571
   Most of this was taken addressed in a previous letter. There will be no allowance for an alternate intake manifold of any kind. It is currently permitted to run stock variable valve timing. If you can source an alternate throttle body that uses a cable for actuation, please let us know and we will consider this as an alternate part.

AMERICAN SEDAN

1. #6208 (Scott Sanda) Limited prep allowances and changes
   Thank you for your input.

2. #6209 (Scott Sanda) Fuel cells
   Thank you for your input. The ASAC will be developing a complete set of Limited Preparation rules within the American Sedan rules for 2013. Fuel cells (as an option, not a requirement) will be considered as part of this effort.

SHOWROOM STOCK

1. #6021 (Alan Lesher) ss/touring merger
   Thank you for your support. Please see Member Advisory in these minutes.

2. #6220 (Joel Lipperini) Showroom Stock C
   Thank you for your input. Please see Member Advisory in these minutes.

3. (multiple) Request to publish further information: 2012 SS-T reorganisation
   Cars in Touring and Showroom stock will no longer time out. Also, please see Member Advisory in these minutes.

SSC

1. #6284 (Mark McCaughey) SSC Rules Stability
   Thank you for your input.

2. #6285 (Mark McCaughey) B-Spec and SSC
   Please see Member Advisory in these minutes.

3. #6287 (Mark McCaughey) Leave Acura RSX Type-S in SSB
   The Acura RSX Type-S will remain in SSB

4. #6194 (Joel Lipperini) Competition adjustment - Celica GTS
   See letter #5460 in TB 11-11.

5. #6407 (James Ebben) slow down the Celica GTS
   See letter #5460 in TB 11-11.

SPEC MIATA

1. #6298 (Tom Sager) Help the 94/95 Miatas
   Thank you for your input. The information submitted in your letter was considered when making the parity adjustments for the 2012 season.

TOURING

T1

1. #6237 (John Buttermore) Remove weight penalty for alternate brakes
   See letter #6244. Other adjustments have been made within the class.

T2

1. #5708/#6187 (Cheyne Daggett) Classify the 2011 Mustang V6 into T2 from T3
   Thank you for your input. This car will not be reclassified to T2 until 2013. Also, please see Member Advisory in these minutes.

T3

1. #6389 (Christopher Childs) Please keep T3
   The BoD has decided to retain T3 for 2012. Please see Member Advisory in these minutes.

RESUMES

1. #5297 (Fred Cummings) Fred Cummings GCR Committee Resume
   Thank you for submitting your resume. We shall keep it on file for future consideration.

2. #5464 (Jeff Werth) Resume submitted for ASAC consideration
   The ASAC appreciates your interest in the committee and thanks you for submitting your resume. We will keep your resume on file and will determine if adding members is appropriate as the 2012 season progresses.

3. #5912 (Lee Graser) CRB Resume for Lee Graser
   Thank you for your resume. It will be kept on file for future openings on the CRB.

4. #6506 (John LaRue) Resume' for CRB
   Thank you for your resume. It will be kept on file for future openings on the CRB.

5. #6426 (Steve Oseth) Resume for CRB
   Thank you for your resume. It will be kept on file for future openings on the CRB.

6. #5304 (Cheyne Daggett) Resume for T/SS Committee
   Thank you for submitting your resume. We will keep it on file for future openings on the committee.

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2011
NUMBER: TB 11-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

NOTICE: The Club Racing Technical Bulletin dated October 20, 2011 that appeared in the November Fastrack should have been numbered TB 11-11.

All changes are effective 12/1/11 unless otherwise noted.

GCR

1. #6613 (CRB) Addition to entry form requirements
   In 3.5.6.A, add to list of required information: "*sponsorship information*". [This is to satisfy the previously approved requirement to publish sponsorship information on final results.]

2. (Board of Directors)
   In 3.1.2.C, add at the end: *"If the event is a Super Tour event, a shorter total practice and qualifying time may be used subject to approval by the National office."*

   In 3.9.3, add the following at the end: "*For all Super Tour events, Bonus points will be available to all competitors regardless of whether or not they have earned Base points.*"

Formula
FM

1. #6353 (Moses Smith) Formula Mazda rule clarification
   In 9.1.1.F.11.E, correct the last sentence as follows: "When Koni shock absorbers 3012-1604FMF and/or 3012-1616FMR are used, the Koni shock bumpers P/N 000-152, Koni part # 72-34-48-000-0 *may be used.*"

   In 9.1.1.F.16.A, correct as follows:
   "Only a 1700 Pound KEP, 2300 Pound KEP, or Stage 2 KEP (Moses Smith Racing part # 060-104) all steel pressure plate is permitted and must be used unmodified. *The pressure plate may be resurfaced; minimum thickness shall be .475 inch measured from the friction face to the inside face of the mounting tab.* [The original pressure plate is no longer available. The replacement is the KEP Stage 2, all steel plate.]"

Grand Touring
GT1

1. #6296 (Glen Jung) GT1 MAZDA RX7
   In 9.1.2.E.1.c, Mazda, change the 20B entry as follows: "20B engine, multi carb or fuel inj. weight = ~~2025~~ *1965* lbs.*; 6 speed transmission permitted."* [These allowances were given due to the significantly lower torque output of the rotary engine. Note that the 75 lb sequential penalty still applies.]

GT2-GT3

1. #6372 (CRB) GT2-3 wing mounting
   To be consistent with GTLite wing mounting specifications, change 9.1.2.F.4.b.13.E as follows: "Two wing mounting posts must be used, with each one located between ~~8~~" *2*"-20" inboard from the end of the wing."

GTL

1. #6201 (Matthew Foley) Request inclusion of Z3 to Body page for GTL
   In 9.1.2, GTL, BMW, add the following:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Z3	*1996-2002*	*Roadster*	*RWD*	*96.3*	

2. #6202 (Matthew Foley) M42 BMW Engine addition
   In 9.1.2, GTL, BMW, add the following:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
M42B19	*DOHC*	*84.0 x 81.0*	*1796*	*Alum, Crossflow*	*4*	*22.5mm SIR*	*2070*	

Improved Touring
ITB

1. #3583 (Jack Banha) Move Vovlo 142 from ITB to ITC
   In 9.1.3, ITB, Volvo 142 / 144 2.0 (69-74), change weight from ~~2640~~ to *2560*.

2. #5695 (Josh Baldwin) Add spec line for 92-95 Civic LX
   In 9.1.3, ITB, add the following:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Honda Civic LX (4 door) (92-95)	*4 cyl SOHC*	*75.0 x 84.5 1493*	*(I) 29.0 (E) 25.0*	*9.2:1*	*103.2*	*13*	*3.25, 1.76,1.17, 0.91, 0.70*	*(F) 262 x 21 Vented Disc (R) 2300 x 9 Solid Disc*	*2345*	

ITC

1. #3929 (Helmut Derra) Add carbureted model to spec line (VW Rabbit)
   In 9.1.3, ITC, add the following:

ITC	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Volkswagen Rabbit 1.7 (82-84)	*4 cyl SOHC*	*79.5 x 86.4 1715*	*(I) 34.0 (E) 31.0*	*8.2:1*	*94.5*	*13*	*3.06, 2.05, 1.31, 0.91*	*(F) 239 Disc (R) 180 Drum*	*2110*	*Carbureted Model*

SUPER TOURING

1. #6003 (Eric Heinrich) Allow E30 front body reinforcement parts as in letter #6001
   In 9.1.4.C.2, first sentence, delete: "~~but additional reinforcing material/brackets are not permitted.~~"

STO

1. #5468 (Eric Galerne) Restrictor Plate removal on Viper ACRX in STO
   In 9.1.4.J, add the following to the table: "*Dodge Viper ACRX/8400cc/3400/(2) 60mm flat plate/Engine must meet shop manual specifications. No additional STO category modifications permitted.*"

2. #6422 (Greg Amy) Resolve WCGT-Spec Porsche 996TT Issue
   In 9.1.4.1.J, Porsche 996TT, first listing, change from "~~(2) 40mm flat plate~~" to "*(2) 43.5mm flat plate restrictors required, mounted in the intercooler Y pipe*"

   In 9.1.4.1.J, Porsche 996TT, second listing, in Notes, change as follows: "K24/K16 "hybrid" *or K24* turbochargers permitted;"

   In 9.1.4.1.J, change both Porsche 996TT listings to Porsche 996TT*/997TT*.

3. #6496 (Robert Thorne) Minimum weight, 8.4 displacement, restrictor
   In 9.1.4.1.J, add a new Dodge Viper entry as follows: */Dodge Viper ACR/ACR-X Stock OEM engine/8400/3400/(2) 60mm flat plate/OEM fuel tank may be used./*

STU

1. #4856 (James Lucas) Use of a Supercharged Ecotech Engine in STU
   In 9.1.4.2.G, change model from "~~Chevy Cobalt SC~~" to "*Chevrolet Cobalt / Caviler (Super Charged)*" and weight from ~~2900~~ to *2650*.

2. #5712 (CRB) Delete unnecessary classifications
   Effective 1/1/12, in 9.1.4.2.H, Table A, delete the following entries:

   ~~BMW E36 M3 (95-99)~~
   ~~Chrysler Crossfire~~
   ~~Mercedes Benz CLK~~
   ~~Porsche Boxster S (00-05)~~

[With the approval of the basic class displacement from 3.0 to 3.2 liters, these listings are no longer needed.]

3. #6029 (Steven Simpson) Allow 13" rotors max or 330mm.
In 9.1.4.2.G, correct to permit 13 inch rotors (as intended) by changing ~~328mm~~ to *331mm*.

4. #6233 (Philip Royle) Reevaluate the weight of rotary powered cars in STU
In 9.1.4.2.I.1, change 13B/Renesis weight from ~~2400~~ to *2300* and 12A weight from ~~2350~~ to *2250*.

5. (multiple) Turbo cars: TIR/Weight
In 9.1.4.2.I.2, increase all weights in chart by 50 lbs.

In 9.1.4.2.I, Table A, Audi A4 Turbo, Notes, delete "~~IHI VF30 turbo permitted.~~"

In 9.1.4.2.I, Table A, add: *Audi A4 Turbo/1797/3050/37mm turbo inlet restrictor/IHI VF30/*

6. #6419 (Greg Amy) Clarify or Strike 9.1.4.2.F.6
Delete 9.1.4.2.F.6. [This section contradicts other STU allowances.]

7. #6425 (Shandelle Leonard) Firewall modification to clear intake manifold
In 9.1.4.G.1, clarify permitted modifications to install alternate engines by adding the following: "*The long block assembly of the alternate engine must remain within the engine compartment with no modifications, however the firewall may be modified to provide clearance for intake manifolds and/or engine accessories.*"

8. #6472 (Greg Amy) E&O, STU Brakes
In 9.1.4.2.G.2, clarify as follows: "The standard production calipers or any 4-piston *or fewer* calipers may be used."

9. #6550 (Chris Childs) Lotus
In 9.1.4.2.I, Table A, combine the Lotus Elise SC and Lotus Exige SC on one line and change the Notes to: "~~OEM~~ *Open pulley and injectors;* OEM camshaft lift."

PRODUCTION

EP

1. #6236 (CRB) Competition adjustments
In 9.1.5, EP, Mazda MX-5 (06-11), change the weights from ~~2450/* 2511/** 2573~~ to *2300/* 2358/** 2415*.

In 9.1.5, EP, Mazda RX-8 (04-09), change model years to 04-*11* and weights from ~~2400/* 2560/** 2620~~ to *2300/* 2358/** 2415*.

HP

1. #3330 (Brian Harmer) Classify Toyota Starlet
In 9.1.5, HP, add the following:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Toyota Starlet (81-84)	*2*	*1650 * 1691 ** 1732*	*4 Cyl. OHV*	*75 x 73*	*1290*	*Iron*	*Alum*	*(I) 36.0 (E) 29.0*	*Fuel injection*	*90.6*	*54.8 / 54.2*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Toyota Starlet (81-84)	*13 x 7*	*5*	*(F) 225 disc (R) drum*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .450".*

2. #5571 (Mark Brakke) Classify Mini Cooper in HP
In 9.1.5, HP, add the following:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Mini Cooper (07-11)	*2*	*2130 * 2183 ** 2236*	*4 Cyl. SOHC*	*77.0 x 85.8*	*1598*	*Iron*	*Alum*	*(I) 28.8 (E) 26.3*	*Fuel injection*	*97.1*	*61.6 / 62.0*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Mini Cooper (07-11)	*15 x 7*	*5*	*(F) 280 (R) 259*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .450".*

3. #6038 (Jason Isley) Classify the 2012 Yaris.
In 9.1.5, HP, add the following:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Toyota Yaris (2012)	*2*	*1900 * 1948 ** 1995*	*4 Cyl. DOHC*	*74.9 x 84.6*	*1496*	*Alum*	*Alum*	*(I) 30.5 (E) 25.5*	*Fuel injection*	*98.8*	*62.6 / 62.1*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Toyota Yaris (2012)	*15 x 7*	*5*	*(F) 255 (R) 200*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .390".*

4. #6276 (Ron Bartell) Performance Adjustment for Spridgets and Spitfires
In 9.1.5, HP, change the weights of the following cars as shown:

Austin-Healey Sprite Mk I, II, III, IV MG Midget Mk I, II, III, IV & 1500, Prep Level 1/2, 1275 engine, change weight from ~~1680~~ to *1630*.

Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) (1275), change weights from ~~1550/* 1590/** 1630~~ to *1500/1539/1578*.

Austin-Healey Sprite Mk.I, II, III, IV MG Midget Mk.I, II, III, IV, Midget 1500, Prep Level 1, 1098 engine, change weight from ~~1740~~ to *1690*.

Triumph Spitfire, Prep Level 2, 1296 engine, change weights from ~~1665/* 1707/** 1748~~ to *1615/* 1655/** 1696*.

Triumph Spitfire 1500, change weights from ~~1665/* 1707/** 1748~~ to *1615/* 1655/** 1696*.

Triumph Spitfire, Prep Level 1/2, 1296 engine, change weight from ~~1810~~ to *1760*.

5. #6429 (Bob Coffin) Add / allow side draft carbs similar to BMW 1600 in HP
In 9.1.5, HP, Volkswagen Scirocco 1588 and Volkswagen Rabbit 1588 (includes Cabriolet / convertible), add to Notes: "*(2) auto type side draft carburetors with 32mm chokes permitted at weights of 1875/* 1922/** 1969*."

SHOWROOM STOCK

SSB

1. #5645 (Lee Niffenegger) Classify 2012 Honda Civic Si in SSB for 2012 Season
In 9.1.7, SSB, add the following:

SSB	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Honda Civic Si (2012)	*87.0 x 99.0 2354*	*2620 (2 dr) / 2670 (4 dr)*	*1499/ 1522*	*17 x 7 Alloy*	*215/45*	*3.267, 2.040, 1.429, 1.073, 0.830, 0.647*	*4.76*	*(F)300 x 25 Vented (R) 260 x 9 Solid*	*3000*	*39mm flat plate restrictor required. Honda Sport* Suspension Kit, part number *08W60-TS9-100 permitted.*

SSC

1. #5330 (Bradley Davis) Request for Mini Cooper inclusion in B Spec
In 9.1.7.E.34, add to list of cars: "*Mini Cooper (2007-2011)*"
In 9.1.7, SSC, add the following:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Mini Cooper (2007-2012)	*77.0 x 85.8 1598*	*2467*	*1458 / 1466*	*15 x 7 Alloy, minimum weight 13 pounds*	*205/50 (F&R)*	*overall: 14.4, 8.33, 5.48, 4.11, 3.51*	*N/A*	*F) 276 x 22 Vented Disc (R) 239 x 10 Solid Disc*	*2630*	*See 9.1.7.E.34.*

2. (CRB) Classify KIA Rio 5 in B-Spec
In 9.1.7.E.34, add to list of cars: "*KIA Rio 5 (2012)*"
In 9.1.7, SSC, add the following:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
KIA Rio 5 (2012-)	*77.0 x 85.44 1592*	*2570*	*1521 / 1525*	*15 x 7 Alloy, minimum weight 13 pounds*	*205/50 (F&R)*	*3.769, 2.045, 1.286, 1.036, 0.893, 0..774*	*3.833*	*(F) 285 x 22 (R) 250 x 10*	*2600*	*See 9.1.7.E.34.*

3. (CRB) Correct Fiat 500 specification
In 9.1.7, SSC, add model years "*(2011-)*", add to Notes: "*See 9.1.7.E.34.*"

4. #5460 (CRB) Adjustments to Toyota Celica GTS
In 9.1.7, SSC Toyota Celica GTS (00-05), change weight from ~~3010~~ to *2985*; in Notes, change as follows: "A ~~60mm~~ *50mm* flat plate restrictor is required". [The original restrictor size for this car was based on a percentage of the OEM throttle body size. On track results with that restrictor showed essentially no effect on performance. Since then, our computer modeling has been updated and has been confirmed with dyno data on a T2 Mustang. The new model confirmed that the current restrictor has essentially no effect on airflow and horsepower on the Celica GTS.]

5. #6039 (Jason Isley) Please classify the 2012 Yaris in B-Spec.
In 9.1.7.34, change Toyota Yaris 2-4 door model years from (2010-~~2011~~) to (2010-*2012*) and in 9.1.7, SSC, Toyota Yaris 2-4 door, change model years from "(07-~~11~~)" to "(07-*12*)".

6. #6196 (Joel Lipperini) Reclassify to SSC
In 9.1.7, add each of the following SSB cars to SSC with changes shown (cars remain classified in SSB):
Toyota MR-2 Spyder 16V DOHC (01-05), at *2600lbs*
Mitsubishi Eclipse GT (00-05), at *3000lbs*
Mazda MX-5 /Miata (01-05), at *2700lbs*; in Notes, delete: "~~Factory "Sports" pkg. allowed. Optional Torsen limited slip differential allowed.~~"

7. #6528 (CRB) Amend B Spec requirements
In 9.1.7.E.34, add the following to the final paragraph: "If a manufacturer's suspension kit (springs and shock absorbers) is listed on the vehicle spec line, it must be used; otherwise, required spring lengths and rates and specific aftermarket shock absorbers will be listed on the spec line."

8. #6529 (CRB) B-Spec adjustments
In 9.1.7, SSC, change or assign weights as follows:

   Fiat 500 (2011-), from ~~2130~~ to *2280*

   Ford Fiesta 4 door (2010- 2011), from ~~2500~~ to *2575*; In Notes: *34mm flat plate restrictor required*

   Honda Fit 5 door (2009-2011), from ~~2400~~ to *2500*; In Notes: *34mm flat plate restrictor required*

   Kia Rio 5 (2012-), at *2600*; In Notes: *23mm flat plate restrictor required*

   Mazda2 4 door (2010-2011), from ~~2130~~ to *2300*

   MINI Cooper (2007-2012), at 2600; In Notes: *33mm flat plate restrictor required*

   Nissan Versa 4-5 door (07-11) [1.8L], from ~~2675~~ to *2750*; In Notes: *35mm flat plate restrictor required*
   Nissan Versa 4-5 door (07-11) [1.6L], remains unchanged

   Toyota Yaris 2-4 door (07-11), from ~~2250~~ to *2420*

SPEC MIATA

1. #6533 (Club Racing Board) Revised weights and restrictors sizes
Effective 1/1/2012, in 9.1.8, specification table, change the weights and restrictor requirements as follows:

   90-93: from ~~2275~~ to *2300*
   94-97: from ~~2365~~ to *2350*; from ~~47mm~~ to *45mm*
   99-00: from ~~2450~~ to *2400*; from ~~41mm~~ to *38mm*
   01-05: from ~~2450~~ to *2400*; ~~43mm~~ to *40mm*

TOURING

1. #5390 (CRB) Correct heading
In 9.1.10.D.5.a, correct heading as follows: "Suspension ~~Components~~ *Adjustments*".

T1

1. (multiple) Classify the Ford Mustang Boss 302 and Boss 302 Laguna Seca in T1
   In 9.1.10, T1, classify the following:

T1	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ford Mustang Boss 302 (2012); Mustang GT (2010-12)	*92.220 x 92.7 4957*	*2720*	*18 X 11 (F) 18 x 11 (R)*	*315/35 (F) 315/35 (R)*	*3.66, 2.43, 1.69, 1.32, 1.00, 0.65*	*3.73*	*(F) 355 x 32.1 Vented (R) 300 x 19.2 Vented*	*3400*	*Mustang GT must be converted to 2012 Boss 302 VTS specifications (VTS on file at SCCA).*

   [The FR500S will not be classified since it will not be competitive. The FR500C will not be classified since it has a seam welded body which is not permitted in T1.]

T2

1. #6198 (Rob May) Add up to 2012 for BMW M3
   In 9.1.10, T2, BMW E92 M3 (08-09), change model years to (08-*12*).

2. (multiple) T2 competition adjustments
   In 9.1.10, T2, change each of the following:

   Pontiac Solstice GXP Coupe/Convertible (07-09), change weight from ~~3150~~ to *3175*; add to Notes: "*39mm flate plate restrictor required.*"

   Nissan 370Z (09-11) / 370Z NISMO Edition (09-11), change weight from ~~3500~~ to *3550*; add to Notes: "*(2) 40mm flat plate restrictors required.*"

   Ford Mustang GT 5.0L 2011-12, change weight from 3650 to 3750; add to Notes: "*57mm flat plate restrictor required.*"

   Porsche 911 / 996 (98-05), change tire size from "~~Any DOT tire fitting stock body w/o modifications~~" to "*245 (F), 295 (Max) (R)*"

   Mitsubishi Lancer Evo X / GSR / MR (08-11), change weight from "~~3480 or 3580 with paddle shifter~~" to "*3530 or 3630 with paddle shifter*"

   Honda S2000 (00-09), change weight from ~~2720~~ to *2775*, max optional wheel size to *18 x 9 (F/R)*, optional max tire size to *275/50*. In Notes, add "*TBH cold-air intake (Part # CT Engineering 320-036). Maximum spring rate 600 lbs/in."*

3. #6543 (CRB) Dual classifications
   In 9.1.10, T2, classify each of the T3 cars below in T2. T2 specifications are the same as T3 except as shown. [These cars will still be classified in T3.]

   Ford Mustang V6 (2011-2012), add to Notes: "*Car must meet V-8 T2 specification; in Notes: Disregard the engine content portion of VIN."*

   Mazda Mazdaspeed3 (07-09), change weight to *2900*, optional wheel size to *18 x 9.5 (F & R)*, max tire size to *255/50*. In Notes add: "*Optional rear sway bar max 42mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-488) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R)."*

   Mazda Mazdaspeed3 (10-11), change weight to *2900*, optional wheel size to *18 x 9.5 (F & R)*, max tire size to *255/50*. In Notes add: "*Optional rear sway bar max 42mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-488) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R)."*

   Mazda Mazdaspeed Miata (04-05), change weight to *2950*, optional wheel size to *18 x 8 (F) 18 x 9 (R)*, optional tire size to *245/45*.

   Saturn Ion Redline (2005), change weight to *2850*, wheel size to *18 x 9.5 (F & R)*, max tire size to *255/50*. In Notes: "*Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R)."*

Volkswagen GTI, Jetta GLI (06-10), change weight to *2900* (DSG or STD), optional wheel size to *18 x 9.5 (F & R)*, max tire size to *255/50*. In Notes: "*Optional rear sway bar max 42mm range (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-496) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R).*"

CLUB RACING MEMORANDUM

Seeking CVs for Medical Review Board interested parties.

The Medical Review Board is a group of physicians who are very involved in racing and understand the need for medical standards for racers. They assist the medical director in reviewing complex medical conditions to help determine whether a driver's medical condition will affect racing safety.

Requirements include board certification, by ABMS or AOA certification organization, SCCA membership, an active or recent racer, track medical provider or someone imminently involved in the motorsports world. There must also be geographic and specialty diversity. The terms are for 1 year with renewal at the recommendation of the VP of Club Racing and the Medical Director of SCCA Club Racing.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Peter Monin vs. SOM COA Ref. No. 11-25-NE
October 13, 2011

FACTS IN BRIEF

Following the Group 6 race on September 18, 2011 at the Finger Lakes Region "Fun One" held at Watkins Glen, Nicole Cooper (SM2 # 82) protested Peter Monin (SM2 #45) for violation of 2011 GCR 6.11.1.C. (failure to leave racing room). The protest arose from body contact between the two cars at the "bus stop" on the first lap.

The Stewards of the Meeting (SOM) Roy Bergman, Ed Hughes, Phil Kelley and Donna McDonough, Chair, met, viewed an in-car video from Vicktor Volpe (SM2 #42), heard testimony from Ms. Cooper, Mr. Volpe and Mr. Monin, and upheld the protest. The SOM placed Mr. Morin on three (3) race weekend probation and assessed three (3) penalty points to his competition license.

Mr. Monin appealed the SOM decision and the severity of the penalty based on additional in-car videos not available to the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell and Michael West, Chairman, met on October 13, 2011 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Peter Monin including additional in-car videos from Whitfield Gregg (SM2 #14) and Mike Cefalo (SSM #10), received October 6, 2011.
2. Official Observer's Report and related documents, including in-car video, received October 7, 2011.

FINDINGS

The in-car videos submitted by Mr. Monin with his appeal show Mr. Monin and Ms. Cooper were running mid-pack. The videos also clearly show that one of the leading cars spun in the "bus stop" resulting in the entire field slowing and causing an "accordion effect" and compressing the middle of the pack. Mr. Monin could not leave racing room that he did not have. The COA determined that the contact between Mr. Monin and Ms. Cooper was a racing incident with no fault assigned.

DECISION

The Court of Appeals overturns the decision of the SOM. Mr. Monin's probation is set aside and his license is to be returned to him. The three penalty points assessed his competition license are removed. Mr. Monin's appeal is considered well founded and his appeal fee, less the administrative amount retained by SCCA, will be returned.

TIME TRIALS

TIME TRIALS ADMINISTRATIVE COUNCIL | Sept. 14, 2011

The Time Trials Administrative Council met by teleconference on September 14, 2011. Participating were Matt Rowe, Co-Chairman, Tony Machi, Co-Chairman, Jerry Cabe, Bob Horansky, Bob Lybarger, Dave Deborde, Kent Carter, Chuck Deprow, and Joe Oliveira.
Rules / Documents:

- Conflicts between sections 10.8 and 12.1 in Level 1 PDX and the Level 2 Club Trials rules were discussed. New wording to correct this conflict was discussed and will be submitted for next month's meeting.

- A rules flow chart similar to those that are presently available on the SCCA website for the SEB at http://www.scca.com/documents/2011%20Tech/rules_proposal_flowchart.pdf and for the CRB at http://www.scca.com/documents/Club%20Rules/CRB-processchart.pdf will be developed for the TTAC.

- The PDX minor passenger proposal that was tasked to the TTSC was discussed. The recommendation from the TTSC outlined allowing those 16 years old, or of legal age to drive in the state, to be allowed as passengers in PDX provided that all of the other requirements in the TTR for passengers are followed. This proposed change will be included in the revised 2012 TTR that will be submitted to the BOD for approval.

TIME TRIALS

TIME TRIALS ADMINISTRATIVE COUNCIL | Oct. 12, 2011

The Time Trials Administrative Council met by teleconference on October 12, 2011. Participating were Matt Rowe, Co-Chairman, Tony Machi, Co-Chairman, Chuck Deprow, Bob Horansky, Bob Lybarger, Josh Hadler, Dave Deborde, Kent Carter, Jerry Cabe, and Joe Oliveira. Also participating was Deanna Flanagan, SCCA Club Racing Manager.
RULES / DOCUMENTS:

- Recommended Items to the BOD were discussed. Time Trial Credit will be on the BOD agenda for discussion. Specifically, wording about TT credit towards driving school licensing requirements in the GCR. The TTAC believes that clear and specific wording should be included in the GCR, and has submitted proposed wording for BOD approval.

- There was discussion of the Licensing proposal that was recommended for approval to the BOD during the July TTAC meeting was discussed. This proposal has not yet been approved by the BOD, and is the only TT licensing proposal that has been presented to the BOD.

- 2012 TTR revisions were discussed by the group. Preliminary versions of the 2012 Level 1 and 2 rules revisions have been completed by Jerry Cabe. Level 3 and 4 revisions will be reviewed by Jerry Cabe, Joe Oliveira, and the SEDiv TT Championship Series Points Committee. These revisions will be discussed during a combined TTAC and TTSC conference on October 26th.

- The seminar that is required in the current TTR for licensing of TT Safety Stewards was discussed. Many Divisions are utilizing the standard Club Racing seminar to satisfy the requirements of the TTR for Safety Steward licensing. There is currently a seminar format that is utilized in SEDiv that is specific to TT and that will be shared with the group as a basis for a possible standard format.

SUGGESTED RULES FOR NEXT YEAR:

The following subjects may be referred to the Board of Directors for approval. Address all comments, both for and against, to the Time Trials Advisory Council. 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 email address timetrials@scca.com

- Level 3 Passing Rules: The possibility of further differentiating Level 3 from Level 2 was discussed by the group. Many tracks support both Level 2 and Level 3 events. The suggestion was made that open passing could be allowed in Level 3 events due to the higher level of safety gear and car preparation that is required for Level 3 drivers and vehicles. This would allow Level 3 to be similar to a Club Racing qualifying session. The drivers in Level 3 would not be competing for the same position on the track; rather they would be working cooperatively with less passing restrictions in order to record the fastest lap times achievable for each driver. Passing with point by in predetermined passing zones in currently allowed in both Levels 2 and 3. The TTAC views this change as a logical progression to further bridge the gap for those who wish to participate in Club Racing events. Regions would still be able to limit passing at facilities that

would not be conducive to open passing through their supplemental regulations.

- **TTR**: **11.1. PDX (LEVEL 1)**
  At PDX (Level 1) events, any car that is street legal will NOT require a roll bar/roll cage, except for Convertibles and Targa* top automobiles. These cars must have either a roll bar meeting the requirements of this section of the TTR, a ~~non-mechanical~~ Factory roll bar/roll over protection ~~(i.e. no pop-ups)~~, or a factory hard top using the factory mounting hardware and mounting points.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Oct. 26, 2011

The Solo Events Board met by conference call October 26th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, and Brian Harmer of the National Staff; BOD member John Walsh. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

SAFETY

- The following package of rule change proposals is being submitted by the SEB for member review and comment:
  - In 3.1, replace the second paragraph under "Rollover Potential Guidelines" with the following:

    "One method of assessing rollover potential involves comparing the vehicle overall height (measured from the ground to its tallest point) with its average track (calculated by averaging front and rear track measurements as determined per 12.5). If the height is greater than the average track, the car is considered to have a high rollover potential. This method applies to the Stock, Street Touring, and Street Prepared categories, and is provided for Regional officials and Technical Inspectors to use in determining the acceptability of high-center-of-gravity vehicles as referred to elsewhere herein ."
  - Delete the fourth and fifth paragraphs under "Rollover Potential Guidelines" in 3.1.
  - Delete the chart in 3.1 which is labeled "Overall Height – Average Track Width Relationship"

GENERAL

- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- As previously noted in Fastrack, the proposed changes to Section 4.9 which have been published during 2011 have been tabled.

STOCK

- The following previously-published class listing change proposals have been tabled:
  - Mustang V6 2012, DS to FS (June 2011 Fastrack)
  - Nissan GTR Exclusion List to SS (June 2011 Fastrack)
  - Audi R8, Exclusion List to SS (August 2011 Fastrack,
  - Corvette ZR-1 C6, Exclusion List to SS (August 2011 Fastrack)
  - Porsche 996 Turbo, Exclusion List to SS (August 2011 Fastrack)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Street tires (5991, 6072, 6210, 6235)

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Focus Move to FSP (5038, 5149, 5152, 5154)
  - Impreza listings (5440)
  - SP re-organization (5275, 5360, 5361, 5406, 5423)
  - SP spoiler rule (5080)

STREET MODIFIED

- The SMAC and SEB are continuing to review the subject of cross-make engine swaps for possible 2013 implementation, in conjunction with minimum weight changes.
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Class naming (#5202)
  - Cross-make engines (#5476)

PREPARED

- The previously-published proposed change (February 2011 Fastrack) to the Lotus Elise/Exige listing in FP has been tabled.
- The previously-published proposed change (July 2011 Fastrack) to the wing height allowances for XP has been tabled.
- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:

- Turbo restrictor comments (4699, 4700, 4704, 5547, 5581, 6161)
- 10” wheel comments (5001, 5094, 5099, 5428, 5469, 5470, 5495, 5916)
- GP Limited Prep comments (5879, 5880)

KART

- The KAC has provided the following rule change proposal for 2013, which is being published for member review and comment. It is suggested for Regional use, per Solo Rules 1.1, for 2012. (#4504)
  - Add new subsection 19.1.D.3 as follows, and renumber D.3 to be D.4.

    “3. 250 4-Stroke Engines: Engines must be mass-produced, single cylinder, motocross motorcycle 4-stroke engines up to 250cc displacement and of the current year’s production or older. No prototype, preproduction, “works type motors,” or road race engines are allowed. Engines may be liquid cooled. OE parts can be interchanged from any year model of the same brand name and similar model of motor (i.e., CRF to CRF, YZF to YZF, etc.), provided that these parts are normally commercially available over the counter in the USA to all competitors. Carbureted engines and fuel injection engines are both allowed.

    - Carburetion/Fuel Injection: For the carburetor motors, only stock carburetor is allowed without modification other than jets and needle changes. For the fuel injection motors, no modification is allowed to the stock fuel injection system. Stock CDI must be used. Twin pump float less recirculation systems are allowed. Pumper type carburetors and axle/electric fuel pumps are not allowed. Must use pulse-driven fuel pumps for carbureted models; no changes to the fuel delivery system is allowed for the fuel injection models. Minimum weight for carbureted 250cc 4-stroke motor including driver is 420 lbs; and minimum weight for fuel injected 250cc 4-stroke motor including driver is 440 lbs.
    - Internal modifications: No internal modification is allowed. (No over-bore, no porting, no stroke changes or lightening of flywheels as some of the examples) The engine has to remain 100% stock.
    - External Modifications: All exterior engine components must remain stock. Kick starter assembly may be removed and plugged. The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick start boss must be obvious.
    - Ignition: Only stock ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Exception: modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing. No programmable ignition is allowed.
    - Exhaust Systems: Exhaust system is unrestricted but it must meet all sound restrictions per SCCA rules.
    - Transmission: Cases and transmission gear ratios must be stock for engine used. Shifter mechanisms must be manually operated, no air or electric assisted shifters are allowed.
    - Clutch: Must remain 100% stock. Slipper clutch is not allowed.”

- The following rule change proposal, effective immediately upon publication, has been recommended by the KAC and approved by the SEB (#6180):
  - Add a new subsection 19.2.G as follows:

    “G. Any disciplinary action or protest needed to be taken against a Junior Driver and/or Kart will be addressed to the parent or legal guardian listed on the Minor Waiver of that Junior Driver.

    Along with the above, Parent or Guardian is reminded of 9.1.F and 9.1.G. covering their own conduct.”

NOT RECOMMENDED

- ST Porsche 914 classing (#4830): The STAC feels adding this car could upset the competitive balance of the class, and does not anticipate likely participation benefits which would justify the risk.’
- ST wheel widths (#5076) The STAC believes that additional changes beyond the significant ones which have just been completed are not desirable at this time.
- ST axle spacer (#5550) The STAC acknowledges that the particular subject car has this weakness, but believes that such characteristics are part of evaluating and choosing a competition platform. Not all cars will be able to take equal advantage of all possible allowances.
- ST, limited-slip allowance (#5552) The STAC believes the STR class is healthy as-is, and does not wish to make this change at this time.

TECH BULLETINS

1. Safety: The European ECE 22-05 helmet standard is not at this time approved to meet the requirements of 4.3.1. (#6221)
2. Stock: The listing for the Dodge Viper which is being moved from the Exclusion List into SS should read :

"Dodge Viper (2008-'10) (non-ACR)"

3. Street Touring: Per the STAC, the Cusco subframe connector for a Mitsubishi Evo is not compliant for STU under the provisions of sections 14.2.G, 14.2.H, or 12.18. It does not meet the definition of a Strut Bar, and does not comply with the requirements of the ST rules. (#4988)

4. Street Touring, Errors and Omissions: the first paragraph, which currently reads as shown below, should be deleted from 14.10:

   "Engine and transmission must remain unmodified, including emissions equipment, except as noted below. All emissions monitoring system hardware and software must be operationally functional as originally intended by the manufacturer. Tampering with emissions system software and/or hardware to create or cloak non-compliance is not permitted. Some examples of emissions system tampering are O2 foolers, disabling or deactivating Check Engine Light (CEL) code indication, backdating ECU internals from OBD2 to OBD1, etc."

   NOTE: this correction is contingent upon BOD approval of the SEB's proposed changes to Section 14, per the recommendations of the STAC. The content of this paragraph is in conflict with the rules proposals submitted to the BOD, as published in the November Fastrack.

5. Street Touring: Per the STAC, 14.10.D should read as follows:

   "D. Exhaust manifolds and headers (including downpipes) may be replaced with alternate units."

   NOTE: this clarification is contingent upon BOD approval of the SEB's proposed changes to Section 14, per the recommendations of the STAC.

6. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC:

   VW Golf/Jetta 2.0T (2006-2011) DSP (#5918)

7. Street Prepared: The BMW Z3, Z4, and M Coupe/Roadster listings in BSP are clarified to read as follows:

   BMW
   Z3 all 6-cyl including M Coupe & Roadster
   Z4 all non-turbo including M

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | November 9, 2011

The RallyCross Board (RXB) met via conference call November 9. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, Howard Duncan, Pego Mack and Brian Harmer from the National office, and Ron Foley of the Marketing and Communications Committee.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): An incident was reported in Colorado. The related incident report has been filed but not yet received by the Safety Committee.

2. RallyCross Rules Committee (Warren Elliott): The following two rules changes were voted on by the RXB for submission to the BOD for final approval:

   - Accommodate for the use of biodiesel and cleanup language:

     6.2.C.9**.** Fuel may be any type of unleaded, E85, or diesel/biodiesel fuel commonly available ~~at the pump~~.

     PASSED. Unanimous.

   - Add wording to 5.3 (second paragraph) to include hay bales:

     … 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. …

     PASSED. Unanimous.

3. National Championship Committee (Ken Cashion): Howard Duncan announced that the Tulsa site is available for the RallyCross National Championship for 2012 and 2013. The date for 2012 has not been confirmed but will be either the first or second weekend of October.

4. Divisional Steward Liaison (Stephen Hyatt): Bryan Tippens will resign as Rocky Mountain Divisional RallyCross Steward and is seeking a replacement. Scott Beliveau will step down as Chairman of the Divisional Stewards with Jerry Doctor replacing him in that position.

5. Forum Activity: Not much activity.

Old Business

1. Growth discussion:
   a. Regional Program Development Assistance (Stephen Hyatt): The plan consists of the following:
      - RallyCross Site Acquisition packet – in the process of taking resources from NER and making it generic. This will include a landowners information document and guideline templates for the programs to use. To be presented to RXB by Dec call, with availability to membership at convention.
      - New participant school – accumulating info from region currently doing RX schools and creating a curriculum. Same timeline.
      - Travel assistance – a need to set up a way to support RXB members, National staff, and Divisional Stewards to travel to Divisional events and Regional meeting to promote and help start RX. The ability to get help in running new program's events has not been an issue but spreading the word about getting to the point of having the event has been.
      - Convention seminars – provides training and information.
      - Divisional Stewards – continue use of the stewards, giving them the support they request.

   b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): The goal is make the rules process more transparent, include more member involvement and make the rules as clear and explicit as possible. The timeline changes for 2011 were positive in allowing more and earlier member input. Inclusion of the rules process and timeline at front of rulebook would be helpful.

c. Marketing and Communications Plan (Ron Foley): Early National event scheduling would be helpful to event success. A survey is planned for RallyCross participants to better understand and serve those participants.

d. National Program Enhancements (Ken Cashion): Presented and discussed were several proposed changes to event supplemental rules and regulations, National Challenge events, the National Championship event, and the TripleCross Award.

2. Tom Nelson's position: Ron Foley was nominated as a new member of the RXB. Cashion/Blakely. Approved – all. Tom Nelson will remain on the RXB through 2011 at which time Ron Foley take his place on the RXB.

3. Parade laps two-driver cars: Tabled.

New Business

1. TripleCross Award winners: Ken will research any qualifying winners and report back to the RXB. Note: Subsequent examination of event results showed no winners of the TripleCross Award for 2011.

2. Convention – Seminars/Awards: Preliminary work on seminars will occur through email in preparation for discussion at the December meeting. Division/Region/Dirty Cup award suggestion requests will be sent out to DRXS.

3. Committee composition for 2012: Other than Ron Foley replacing Tom Nelson on the RXB, no other changes will be made to the RXB or related committees.

Next meeting: December 7, 2011

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

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
2011 Runoffs home page: http://www.scca.com/events/index.cfm?eid=3128

SOLO

Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo
2011 Tire Rack SCCA Solo National Championships home page: http://www.scca.com/events/index.cfm?eid=3022

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/events/index.cfm?eid=3263

EVENT CALENDAR: http://www.scca.com/events/