

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | Jan. 27-31, 2010

The SCCA Board of Directors met Jan. 27 – 31 at the South Point Hotel and Casino, in Las Vegas, Nev., in conjunction with the National Convention.

Present BoD Members

Todd Butler –Secretary, Philip Creighton, R.J. Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis - Treasurer, Bob Lybarger, Marcus Merideth, Lisa Noble - Vice Chair, Dick Patullo, John Sheridan, Jerry Wannarka -Chair

Present SCCA Staff

Aimee Thoennes – Executive Assistant, Terry Ozment- VP Club Racing, Rick Ehret – VP Finance, Howard Duncan – VP Rally and Solo, Eric Prill – VP Marketing & Communications, Jeff Dahnert – President & CEO, Colan Arnold – VP Member Services, Peter Lyon - Risk Management, John Bauer – Club Racing Technical Manager, Kevin Yaghoubi – Club Racing Technical Coordinator, Pego Mack – Rally Manager

President's Report

Jeff Dahnert: Positive year-end spike in revenue due to licenses, and true-ups from Regions.

ACCUS meetings coming up. Dahnert feels it is good that SCCA is on ACCUS. Gives visibility into other sanctioning bodies.

Strategic Plan: Dahnert wants to change things around, have BoD set policy and strategic plan, and Staff builds operating plan to achieve. This will not happen overnight, but wants to start discussions.

Sheridan: need to focus on overall, not one specific area (eg not just National racing).

Dahnert felt PRI show was very successful. New sponsorship program came out of that. Lots of positive sponsor contact.

Prill: SCCA holds a partner meeting yearly to brief on SCCA programs and activities. The plan going forward is to do this ahead of PRI then spend rest of PRI with individual partners where they are not in a group setting.

Finance Report

Rick Ehret: Revenue up over projected. Income from TA, agreement with Pro for services, Net operating income ~\$190K for Inc. \$107K for Enterprises, \$ 120K for Pro. Investment accounts very good. First time in years we have contributed to Investment account, and no margin loan for operations needed over this winter. Key was departments and operations watching budgets and managing efficiently.

2010 Budget discussion: BoD asked to approve revised 2010 budget from prelim version reviewed in Dec BoD.

Record retention policy drafted and being reviewed with Legal.

Club Racing

Terry Ozment: Starting to track participation in all programs including Time Trials now. Challenge is training TT organizers to submit Observers reports.

Asking for BoD action on Tow Fund payout. Requesting that instead of paying down below 3 positions as is done currently if Division finishing positions 1-2-3 are not in attendance, use that money back in the pool. Change required to make fewer funds go farther with more classes. This will make top 3 in Division more important. In 2009 this was \$0.67/mile over 300 miles minimum.

Motion: Merideth/Patullo to approve Club Racing to change Runoffs supps to handle tow fund as described above. Approved unanimous.

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Much discussion on tracking drivers/participants, getting consistent timing and scoring results, and potential for national registration system. Tracking on Regional/Divisional level for participation vs more granular at driver level.

AS/Runoffs report: The report is out on the AS/Runoffs. Club Racing scheduled to report to the BoD in May on proposed changes for 2010 Runoffs. BoD requesting that rationale behind actions implemented (or not implemented) be explained at that time.

CRB Appointment:

Motion: Merideth/Sheridan: Approve Tom Start to CRB replacing Russ McHugh. Approved Unanimous

Member Services

Colan Arnold

Membership: 2009 not a good year. 10% decline in membership numbers. Multiple reasons. Top to bottom review of programs between Arnold and Rick Meyers. Plan to increase incentive for individual referrals and restart membership contest. 1st place: Skip Barber, 2nd place tires donated by Tire Rack, 3rd place, SCCA merchandise credit. Second part of plan is incentivize Regions to recruit and retain members via reduction in sanction fees. Per Arnold, "worst case" scenario is break even if successful for incentives.

Spouse and Family Membership. Looking for approval to reduce Family membership cost from current \$101 to \$85 and eliminate Spouse membership. Recommend make effective 4/1.

Motion: Sheridan/Merideth to approve reduction in Family membership dues to \$85 effective 4/1/2010. Approved Unanimous.

Volunteer Incentive Program: Info shows that membership pool is not as broad as expected, narrow group of high time volunteers. Request to increase payout to high time volunteers. \$36K in program.

Motion: Langlotz/Gordy to approve payout for Volunteer Incentive as described as described in briefing book. Effective for 2010. Passed Unanimous

Data Collection: Multiple reasons for implementing: customer requests for common Registration systems, data to make decisions on programs, automatic driver renewals. Current Registration System: AVECtra not designed for Regional use per event. Looking for registration system to use across board for race, solo, rally, TT. This system should then feed central data base. Idea is to find a common system and offer to Regions but not make mandatory. Process: Recommendations and directions to be presented to the BoD.

Marketing

Eric Prill

Dept is really 3 in 1: Sales, Marketing, and PR

Consistent branding to keep SCCA in title, but sponsor comes first. This is the industry standard practice.

Several smaller deals generated from PRI, there may be some longer term relationships come out of PRI. SCCA members and buying power still recognized. Learned some things about contingencies at PRI. Many companies more interested in National Championships vs individual event payouts due to high amount of money to do the full season payouts.

New PR manager coming onboard to replace Erin Cechal in few weeks.

Rally/Solo/Foundation

Howard Duncan:

Working with Solo to see about incenting cross participation between Solo and Rally.

Rally participation about even with 08. Will defer RoadRally direction strategic planning to May. Financials have improved by 40% over last 3 years. Still negative but improving. National program developed. Trying to develop Regional and National RallyCross (RX). RX has youngest demographic of all SCCA programs.

Motion: Kephart/Creighton Approve Ken Cashion RX Divisional Steward for Rocky Mtn Division. Approved Unanimous

RoadRally was nationally focused, has shifted to Regional focus.

Motion: Lewis/ Kephart Accept RoadRally rules changes as proposed in BoD Agenda Page 34 -36. Approve Unanimous (Appendix A)

Solo: Lincoln, Nebraska worked well as Solo National site. City of Lincoln figured \$4-5M economic impact of Solo Nationals in the community. The Solo Nationals were featured in their brochure promoting region development. Launching e-newsletter for Solo community. Positive response to direct communication with user community.

Motion: *Patullo/Lybarger* Approve Bruce Bellom to Solo Safety Committee. Approved Unanimous

Foundation: Change bylaws based on discussion at Dec BoD to provide effective distance from Foundation and adjust number of BoD members on Foundation BoD. Reviewed Colorado state laws and legal review/consult to craft bylaws change.

Discussion:

Duncan, goal is to have Foundation be more proactive and less direct prodding by SCCA Inc.

Jones, for Foundation to be successful Foundation BoD needs to be active and involved.

Motion: *Lybarger/Merideth* Approve replacement of section 4.A of Foundation Bylaws as recommended. Approved Unanimous

Motion: *Sheridan/Patullo* Approve the interim Foundation Board of Directors Larry Dent, Bev Heilicher, R David Jones, Michael Lewis, Lisa Noble. As the new By Law change takes effect, the interim Board will stand until March 15th. Approved Unanimous

FSAE Update: Potential partnership activity. Discussion about SCCA potentially hosting a FSAE event? There is interest in centralized hosting. No concrete actions at this time.

Old Business

Motion: *Lewis/Sheridan* : Appoint Merideth as Asst Treasurer. Approved Unanimous. Merideth abstain

Motion: *Lybarger/Lewis*: Approve Minutes Dec 2009 Meeting. Approved Unanimous

Open Items

Director DuJour. Sit in on other committees. BoD volunteers needed. Noble to circulate spreadsheet for signups. Thoennes walked BoD thru script. Town Hall Script for Thursday night. Old BoD seated. New BoD in front row.

Litigation Briefing

Pete Lyon

No new activity since Dec.

Legal to give info on loss ratios per program in May.

Follow up to e-voting and chat rooms. Legal opinion generally frowns on e-voting and any records should be in accordance with formal document retention policy.

Record Retention Policy: Still under development, need to classify various documents types. Question of Institutional memory vs documents retention formality. Formal policy will be presented to the BoD.

2010 Insurance Handbook is out and is already online.

BoD meeting with CRB

Tactical Plan: Needs update and review of tactical plan at Convention by CRB. Many objectives achieved, one objective when originally written was reduction in number of classes. This was not achieved, but given changes to Runoffs structure, may need to re-think this particular objective.

Discussion on what constitutes a rules change and a rules change season? CRB activities during the year: E&O, Safety, rules stability and definition of rules changes vs clarifying intent etc. Currently the Club Racing Board is authorized to:

- Clarify a rule – characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition.
- Make specification changes – this includes weight, track, restrictor sizes, and other items typically contained within a vehicle specification line.
- Classify cars.
- Correct errors and omissions.
- Implement rule changes for all classes in cases where parts are no longer available and such a shortage would negatively affect the ability to compete.
- Recommend rule changes and car reclassifications to the Board of Directors for approval.

In general, BoD comfortable with above guidelines.

CRB sets supps for Runoffs. Requesting schedule flexibility for supps due to class combination issues at Runoffs, may have to do some juggling later in season for class combination at Runoffs. Requesting language in the supps that the schedule may be modified up to Aug 16. BoD favorable to this request.

CRB Challenges:

Program Vision in 5 Years.

Marketing Plan for more club visibility.

Ownership of National program and Divisional scheduling.

GCR Other items:

Rearranging 3.4.2 and 6.4. No issues.

Prelim review of draft Runoffs schedule and discussion of session times.

Motion: *Lewis/Gordy* Move to accept revised budget for 2010 as presented in page 9 of BoD Agenda. Approved Unanimous

Motion: *Sheridan/Gordy* Approve the following change to GCR 9.3.29.C.

Effective 3-1-2010 for all SCCA National Races, the SCCA field logo will consist of the National Series logo (figure 4A). For SCCA Regional races and Drivers Schools, either the SCCA field logo or the National Series Logo will be acceptable. Approved Unanimous.

Liaison reports:

COA

Jones: Review of notes. Question is to what extent do we release information in the case of protests or technical legality?

Discussion, technical clarification vs protests. Per GCR, non-compliant ruling will be published, compliant ruling will not be. BoD Liaison (Jones/Langlotz) will monitor.

Stewards

Gordy: Emphasize support role of Stewards in successful events. Execs starting with forms changes and consistent message. Gordy asking for feedback from other BoD members as we work with Regions. CRB liaison to help link Stewards and CRB, this was in place for GCR re-write. Discussion about having more permanent liaison function between Exec Stewards and CRB.

Discussion, should BoD give Exec Stewards the ability to waive staffing, and or safety requirements? Decision to support Execs and allow them flexibility to change staffing requirements. Regions looking for flexibility. BoD should encourage a common sense interpretation to rules. BoD direction to Exec Stewards, use flexibility GCR currently provides. New process will allow the Club a way to track implementation in the Observers Reports.

GCR allows for CS to deal locally with safety, but nothing explicit on staffing. Gordy to take recommendation to CRB for GCR rules changes needed if needed.

RXB Report:

Creighton/Kephart Liaison

Strategic Plan Overview.

RX is in growth process, developing Regional, Divisional, National. Working on building Regional program primarily. Requesting additional RX board members, looking for younger flavor. Still fleshing out National Championship program. Some sentiment that National program will take care of itself if we build strong Regional/Divisional program.

Emphasis on developing strong Safety Steward program. Have manual but no process for training. Some feeding from Solo Safety but needs to translate from pavement to dirt.

Promotional video's, none specific to RX, promo material comes from Solo. There is a good YouTube video.

What does RX need from BoD for support?

Comments, web site information access. RX wants to get own RX focused e-newsletter, working with Rick Meyer on this. Director support at events requested. RX seen as an entry-level step into SCCA.

There are other competing RX competitors in the business. SCCA is the leader in this area. 80% (estimate) of market.

Difficulty of finding sites. Harder than solo. One specific example brought up is heavy equipment auction sites , possible charity tie in. RX requested assistance from SCCA staff in making corporate contact.

Fees structure, \$25-75 depending on events. Competitive with competition.

Rally Report

Lewis/Butler Liaison

Strategic Plan 2010 Overview

Make SCCA leading membership org for promotion of RoadRally. Bring more people into National championship. Build Regional Rallies and encourage diversity for Rally types (course events, tour events, night, TSD, etc). Regional events and National events, no Divisional.

What can BoD do to help? Answer website hard to navigate for both existing and new members.

RRB wants to drive towards social networking. Facebook page created unofficially for real-time chat during Town Hall. Increase diversity (age, gender, ethnic affinity) thru outreach discussed. This is bigger issue than just RRB and deserves BoD focus.

Page 34 in BoD Agenda, Rules for Organizers, approved on Wed.

Making USRRC the National Championship event. Similar to Runoffs. Get number of points at regional/national events to accumulate points then USRRC is champ race. Proposal for 2011 is coming.

Planning Committee

Kephart

Proposing focused meeting, in 1-2 months out for several days to do it justice. Proposed KC for meeting. BoD supports. Need both long range and short range planning and view of big picture.

Kephart brought up web site issues (heard repeatedly from Program Boards and regions). Staff to look into this.

Issue of timing on materials prepared for BoD meeting. BoD expressed a preference for target date of 2 weeks before meeting.

Appendix A

Action Item: RRRule Changes for Organizers

Proposed Changes to the Rules for Organizers (RFO)

December 11, 2009

Note: Numerous formatting changes to the (RFO) have not been listed.

Cover

Change: The revision date to 11/09.

Page ii

Change: Edition 35 to Edition 37 (Edition 36 was made but never approved by the SCCA Board of Directors. As some copies of Edition 36 may exist, this will be Edition 37.)

Page iii

Delete: (list of the SCCA RoadRally Field Staff)

Chapter 2.C.3

Delete: The RRB requires committees to charge higher entry fees for non-member entries. A minimum difference of \$10.00 between SCCA member and non-member entries shall be required for each event. The committee may also impose an additional late entry fee of up to \$10.00.

Substitute: The committee may also impose an additional late entry fee of up to \$10.00.

Chapter 6.D

Delete: The following statement must appear on the entry form: "The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000/\$40,000/\$10,000 is in force for the vehicle entered."

Substitute: A statement must appear on the entry form whereby the entrant warrants that an auto insurance policy with the liability limits specified in the current RRRs is in force for the vehicle entered.

Chapter 14.A.6

Delete: The following statement: "The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000 / \$40,000 / \$10,000 is in force for the vehicle entered."

Substitute: A statement whereby the entrant warrants that an auto insurance policy with the liability limits specified in the current

RRRs is in force for the vehicle entered.

Chapter 17.A

Add: (to the end of the paragraph) The preceding applies to **NCR/NTR ONLY**.

Chapter 17.E

Add: 5. **NGR ONLY**. (See Article 21.B.2 of RRR)

Chapter 18.A

Add: (to the beginning of the paragraph) **NCR/NTR ONLY**.

Chapter 18.B

Add: (to the beginning of the paragraph) **NCR/NTR ONLY**.

Chapter 18.G

Insert: (After the words, "one leg") . . . or scoring opportunity . . .

Chapter 18.J

Add: (to the beginning of the paragraph) **NCR/NTR ONLY**.

Chapter 19.A

Insert: (at the beginning of the paragraph) **NCR/NTR ONLY** except as noted.

Insert: (at the end of the paragraph) **NGR** events utilizing mileage for scoring shall also comply.

Chapter 20 D

Delete: In the interest of safety, organizers shall avoid the use of signs which are obscure, small, difficult to see at rally speeds, or appreciably removed from the rally course.

Substitute: In the interest of safety, organizers shall avoid the use of signs which are obscure, small, backward facing or otherwise difficult to see at rally speeds, or appreciably removed from the rally course except where safely provided for within NGR GI's.

Chapter 23

Add: (to the chapter title): **(A through K – NCR/NTR ONLY)**

Chapter 23.A

Delete: NCR/NTR only.

Chapter 24.A.1

Add: (to the end of the second sentence) except where already built into the timeframe of an NGR.

Chapter 24.B.1

Add: (to the beginning of the paragraph) **NCR/NTR ONLY**.

Chapter 24.B.6

Add: (to the last sentence after "the leg") . . . or reoccurring scoring opportunities . . .

Chapter 24.C

Delete: (the entire title)

Substitute: **DISCARD OF A LEG OR SCORING OPPORTUNITY – INDIVIDUAL SCORING ADJUSTMENTS**

Chapter 24.C.1

Insert: (after "that leg") . . . or scoring opportunities . . .

Chapter 24.C.2

Insert: (after "discard a leg") . . . or scoring opportunities . . .

Chapter 24.C.3

Insert: (after three occurrences of "discard a leg," and one of "that a leg") . . . or scoring opportunities . . .

Chapter 24.C.4

Insert: (after two occurrences of "discard of a leg") . . . or scoring opportunities . . .

Chapter 24.C.5

Insert: (after "discard a leg" and "However, a leg") . . . or scoring opportunities . . .

Chapter 24.C.6

Insert: (after "discard of a leg") . . . or scoring opportunities . . .

Appendix B.E.1

Insert: (after "leg-by-leg") . . . or scoring opportunity . . .

Appendix G Five Weeks Prior 1

Insert: (at the end of the second sentence) . . . for **NCR/NTR**.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | Feb. 2, 2010

The Club Racing Board met by teleconference on February 2, 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; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-03, 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. Please send your comments via the form at <http://www.crbscca.com/>

GCR

Item 1.

#424 (CRB Item) 5.1.2 Appointment

Replace the existing 5.1.2.B with the following to reflect current practice:

" B. SCCA National, Regional, and Restricted Events

The Division's Executive Steward appoints all event Stewards, and the Chairman of the Stewards Program approves the Chief Steward for a National Race. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward. "

Item 2.

#425 (Club Racing Board Item) GCR Rewrite Items for Member Input 5.9.3 Impound

Replace 5.9.3.D as follows to reflect current practice: D. Impound Waiver Before his race, a competitor may request a waiver for post-race impound at a Regional event from the Chief Steward. The competitor will not be eligible to earn event points.

Item 3.

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

The intent of this change is to allow organizations or individuals acting on their behalf, such as Divisions, to sanction events. Effective 1/1/11, replace 3.3.B "Organizers of SCCA sanctioned races may be the SCCA or one or more SCCA Regions." with "Organizers of SCCA sanctioned races may be the SCCA, one or more SCCA Regions, or individuals or groups acting on behalf of the SCCA or the Regions."

Item 4.

(Multiple letters) Replace prior proposed rule for rain lights in Production

In response to member input, the CRB withdraws the recommended Production category rule change regarding rain lights (requested in letter #408) and recommends the following in its place.

In 9.3.32, add the following sentence to the end of the first paragraph: "An optional tail light ("rain light"), as described above, may be added to cars in all other classes."

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

FF

#260 (Thomas Valet) Proposal for a controlled tire in FF

In preparation for responding to a request for a controlled or "spec" tire in FF, the CRB requests input in the form of answers to the following questions:

1. Is there a need for a spec tire in FF? a. Yes b. No
2. Should the number of new tires used during a race event be limited? a. Yes b. No
3. If a Spec tire was adopted, should there be a single manufacturer? a. Yes b. No
4. If a Spec tire was adopted, should it be awarded to a manufacturer who routinely services both national and regional races, thereby having the means to provide service to all FF competitors? a. Yes b. No
5. Would you still be in favor of a spec tire if it lead to the discontinuation of FF tires by the manufacturers that are not selected? a. Yes b. No
6. Given that a spec tire will be slower than tires presently permitted in FF, how much time on a 1:30 second race track would you be willing to sacrifice? a. 1 second
b. 3 seconds c. 5 seconds d. Time is irrelevant
7. What do you consider a "reasonable" drop in performance between heat cycles?
a. Less than 0.2 seconds b. Less than 0.5 seconds c. Less than 0.75 seconds

8. If a spec tire was adopted, should the time period of the contract be limited to:
a. 1 year b. 2 years c. 3 years d. 4 years e. Indefinitely
9. In the event of a wet race, should tires be? a. Free b. Allow rain tires only if it is a declared rain race? c. Use a spec rain tire.
10. Should hand grooving be allowed? a. Yes b. No
11. Do you oppose tire doping? a. Yes b. No
12. If tire doping is not prohibited, would you use such products? a. Yes b. No
13. What is the price point the spec tire should achieve?
a. \$ 550/set b. \$600/set c. \$700/set
14. What number of heat cycles is reasonable (not necessarily wished for)?
a. 10 b. 12 c. 15 d. 18
15. If a replacement tire is required, should the competitor be required to forfeit previously timed laps? a. Yes b. No
16. Would you prefer that all manufacturer incentives be applied toward tire costs?
a. Yes b. No
17. How many competitive miles do you presently realize? a. Per year? b. Per set of tires?
18. How many sets of tires did you purchase in 2009? _____
19. How many races did you run in 2009? a. National ____ b. Regional ____ c. Runoffs ____
20. If a spec tire is introduced, how many additional races will you run per year?
a. More races b. Fewer races c. No change

IT

#164 (Tom Hoppe) Allow alternate motor mounts

The CRB requests member input on whether to allow alternate engine mounts (in addition to the existing permitted stay rod) to positively locate engines. The following wording is proposed: "Engine mounts of alternate design and/or material may be used, but there can be no change to the engine's fore, aft or vertical location. Engine mounts must attach to the engine and the chassis in their stock locations."

MEMBER ADVISORIES

Specification Changes – What and When

To make the differences between rules changes and other changes to the GCR easier to understand, the CRB offers the following explanation. Rules changes and car reclassifications must be approved by the BoD after a minimum comment period of 30 days. Rules changes (with the exception of some safety items) become effective January 1 of the year following their adoption. Technical Bulletin (TB) items do not require BoD approval and usually become effective the first of the month of the TB date.

TB items include: clarifications of rules (where the original wording may not have made the intent clear), corrections of errors and omissions, designation of parts that replace those that are no longer available or are in very short supply, new car classifications and specification changes (often, but not always, as competition adjustments). Most of these are easily understood. However, members sometimes have trouble distinguishing a rules change and a specification change. Specification changes are mostly limited to weight, intake restrictor sizes, and wheel and tire sizes, but they may sometimes include compression ratio, valve lift, suspension control and braking system component allowances. The CRB makes specification changes for the purpose of competition adjustments throughout the beginning of the year as necessary. The CRB tries to make the last competition adjustments after the June Sprints (because of publication deadlines, these will appear in the August Fastrack).

Formula F

Members of the Formula F Community:

The choice of restrictor size for the Honda FIT engine now allowed in FF is in the March Tech Bulletin below. It's understandable that some members who are planning to convert to the FIT engine may feel the restrictor size is too conservative. I'd like to take a minute and explain some of the thinking behind our decision, as well as discuss the plan going forward.

Since this plan was originally announced the CRB has been clear that this new engine would be introduced without upsetting the current status of the FF class. The CRB was clear that the engine would be brought in slightly below a good national Kent engine. The challenge of establishing what a good national engine is was part of the dilemma and, in a class where one or two horsepower is important, what constitutes "slightly below". I believe we established a good idea of the horsepower range that national competitors considered acceptable, and we went to work on the slightly below aspect.

I'll repeat here how important it is to the CRB that we hold up our end of the deal on not upsetting this class. With that in mind, we tried to look at all factors. From the beginning we didn't support the idea of a sealed engine; we just didn't see that as part of this class and still feel that way. But the same allowance that permits the owner to repair the engine opens the door for folks to optimize the engine looking for that last bit of performance. We can debate all day on the increases that may be found. With this tight rule set and modern manufacturing processes, there may not be much to be had. But we just don't know at this point. The other big unknown is any increase we may see in drivability over the Kent; we have all seen the feedback from test drivers

at the June Sprints who reported similar characteristics to the Kent but again we just won't know until the cars are on track and driven in a competitive situation.

I hope the racers that were planning to convert continue on that path; the FIT package retains all the positive aspects that made it attractive. And I can assure you that if on track data shows we were overly conservative with the restrictor size, quick action will be taken. The entire range of restrictors has been tested so we know exactly what to expect as changes are made. We have confidence that the package can accept different restrictors with no additional tuning necessary.

The HPD folks have been very cooperative with us as we work through this challenge. I'd like thank them as well the FF engine builders that worked with us on this important project.

Bob Dowie, CRB Chairman

Spec Miata

In addition to the clarification of 9.1.8.C.p.1 in TB 10-03, the CRB views any visually apparent ECU modifications to be in violation of this rule. Regardless of source, anyone with an ECU that is in any way questionable in this regard is advised to replace it.

NOT APPROVED BY THE CRB

GCR

1. #144 (John Skerk) Runoffs participation rules suggestion
The writer requested requiring drivers in T and SS to run a required percentage of races in the car they take to the Runoffs. Drivers, not cars, are invited to the Runoffs.
2. #151 (Rick Haynes) Make all CRB/Committee communication public
The CRB is attempting to make decisions more transparent to the membership. However, there are issues of personal privacy and confidentiality of information provided to us that preclude us from making some information public. Further, formal minutes are not kept by the advisory committees; in most cases, only their recommended actions are recorded. The same is true for CRB meetings. In neither case is any attempt made to record or transcribe discussions.
3. #171 (George Harper) Require hinged tow eyes
The part of 9.3.48 about towing eyes that includes "that does not dangerously protrude from the bodywork when the car is racing" is sufficient to deal with the problem described. It allows a Chief Steward's Action or a Request for Action to be filed as a result of a tech inspector's finding that a towing eye could cause damage to another vehicle.

Formula

1. FC – #412 (Nathan Ulrich) Allow non structural suspension fairings
The rules are adequate as written. The allowance of this suggested change could create the possibility of unintended aerodynamic effects.

Grand Touring

1. GT3 – #363 (Steve Spiers) Reinstate Nissan L series weights
Part of the weight increase from 2009 to 2010 is the 3% overall class adjustment. The engine classification and resulting weight is consistent with the target horsepower for GT3. See the December Fastrack, page 45, for an explanation of how GT3 weights were set for 2010.
2. GTL – #420 (Chris Kopley) Reduce the Weight of the Austin Mini 03
The CRB is committed to not making weight adjustments because of the characteristics of a specific track. We make adjustments based on overall track performance across all tracks. In GT particularly, we are taking an engine displacement and architecture approach to setting weights. (See the December Fastrack, page 45, for how this was done in GT3. GT2 and GTL will be subjected to review this year in a similar way for implementation in 2011.)
3. GTL – #467 (Michael Fazzi) Increase performance for unrestricted cars
See letter #420.
4. GTL – #483 (Larry Svaton) Classify the EP Caterham in GTL
Engine displacement is too large for the class.
5. GTL – #549 (Peter Zekert) Classify GA18DE Nissan Engine in GTL
This engine has never been sold in a US automobile.

6. GTL – #552 (Ted Phenix) 2V GTL Weight Reduction; alternate head; rear suspension
Item 1: See letter #420. Item 2: The cylinder head requested was never produced for a US automobile; it is a one-off racing head that does not fit the class philosophy. Additionally, using that head would require raising nearly the entire hood of the car. Item 3: The rear suspension rules are adequate as written for the class.

Production

1. EP – #581 (Kevin Yaghoubi) Classify the Tiger R6
This car did not meet the required production quantity of 3000 units in a single year.
2. HP – #505 (Bob Kelly) Increase Scirocco valve size
The valve size listed in the GCR is correct according to the factory service manual.

Sports Racing

1. #322 (Multiple) DSR minimum weight inputs
The DSR weight rules are adequate as written. Most of the new generation DSRs (produced since about 2005) were not constructed with light weight as a design objective. Raising the weight for the class would be a disservice to competitors who have previously or currently designed with light weight as an objective.

Touring/Showroom Stock

1. T1 – #573 (Chris Ingle) Reduce the weight of the LS3 to 3350!!!!
Changes have been made to cars in the class. We will monitor results.
2. T3 – #527 (Aaron Stehly) Allow factory VW suspension upgrade for the GTI
The car is competitive as classed.
3. T3 – #542 (Don Istook) Reduce weight and restrictor size of VW GTI
The car is competitive as classed.

PREVIOUSLY ADDRESSED

1. GCRF – #575 (David Kentala) Licensing Requirement
Corrected February Fastrack.
2. GTL – #493 (Noel Hayward) Reduce recent penalty on MG
Previously addressed - see February Fastrack.

NO ACTION REQUIRED

GCR

1. #262 (Jerald Fonger) Question on roll cage sleeving 9.4.7.
Sleeving or butt welding roll cage members is not permitted.
2. #479 (Mac Spikes) Classify a Miata with Chevrolet LS1 engine anywhere
This car is eligible to run in SPO.
3. #538 (James Rogerson) HANS device interferes with head rest
The head rest should be modified (moved, reshaped, etc.) to accommodate the use of your head and neck restraint.

Formula

1. F500 – #500 (Glenn Hopley) Homologation Form and other corrections
Thank you for your input. On your first two items, the homologation forms will be corrected to reflect the new fuel rules. The third item was corrected in the February Fastrack. The location of the list of approved fuel cell manufacturers is also in the February Fastrack.

Production

1. P – #495 (Kevin Dennis) Opposes alternate connecting rods
Thank you for your input.
2. P – #506 (Bob Kelly) Opposes Dry Sumps
Thank you for your input.
3. P – #507 (Bob Kelly) Supports alternate connecting rods
Thank you for your input.

4. HP – #508 (Bob Kelly) Brake disk input - retain stock sizes
Thank you for your input.

American Sedan

1. #466 (Robert Johns Jr) Supports unrestricted engine mounts
Thank you for your input. This is still under consideration.
2. #473 (Theodore Warning) Opposes unrestricted engine mounts
Thank you for your input. This is still under consideration.
3. #474 (Theodore Warning) Create ASGT Sub-Class
Thank you for your input. Divisions and individual regions may create special/restricted classes. See GCR 9.1.C.1.

RESUMES

- #375 (William Trainer) Advisory committee resume
Thank you for your resume. It will be kept on file.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2010

NUMBER: TB 10-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/10 unless otherwise noted.

GCR

1. #416 (Bruce Foss) Make minimum speed rating for DOT tires consistent
Change 9.3.45 as follows (and note corresponding changes in IT, ST, AS, SS, T and SM):

9.3.45. TIRES

Tires shall be ~~420~~ 124 mph ("U") rated or better unless otherwise specified or controlled.

In the Improved Touring, Super Touring, American Sedan, Showroom Stock, Spec Miata and Touring categories, only DOT approved tires are permitted. Racing, recapped, or re-grooved tires are not allowed. Tire size is unrestricted unless otherwise stated. The only modifications allowed to tires are having treads "shaved" or "trued."

2. #610 (Richard Henschel) Cage rule clarifications
In 9.3.19.F, add after: "The minimum acceptable bolts used in the mounting of all belts and harnesses is SAE Grade 5" the following: "; hardware without grade markings is not acceptable." In 9.3.19.F, add the following sentence: "Holes in the roll cage to accommodate the installation of the harness must be bushed and welded completely."
3. #612 (Rick Henschel) Driver Restraints
In 9.3.19.H, add: "If no manufacturer instructions are given, use the method shown in Figure 2."



Figure 2

4. #660 (CRB Letter) Errors and Omissions 5.7.2
In 5.7.2, second paragraph, add to the end of the first sentence: ", as approved by the Division Executive Steward."

Formula

FA

1. #491 (CRB Letter) FA 016 engine displacement increase request
In 9.1.1.A, Table 2, Swift 016, NOTES: change the maximum displacement from 2261cc to 2266 cc.

FE

1. #605 (Erik Skirmants) Alternate FE Shifter Actuation (resubmission of)
In 9.1.1.J.7.b, delete existing subsection 9, and replace subsection 7 as follows:

"7. Any mechanical device may be used between the shift lever and the transmission barrel to provide the required actuation. No electronic or pneumatic devices are allowed. Gear position indicators are allowed."

FF

1. #659 (CRB Letter) Final FIT spec additions

In 9.1.1.D.3.g.6, add "mm" to each dimension.

In 9.1.1.D.3.k.5, change "The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system." to "*The Honda Fit engine is required to have an HPD supplied air inlet restrictor with internal diameter of 27.5mm and thickness of 3.175mm (0.125 inches) correctly installed within the intake system.*"

Delete "[The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines]."

In 9.1.1.3.D.m.1, add to the end of the first sentence: ", HPD part #18150-F21S-A200 or #181850-F21S-B200."

Change 9.1.1.D.3.m.3 from "The Lambda sensor placement must be within XX mm +/- XXmm of the manifold cast parting line." to "*The Lambda sensor may be placed anywhere in the exhaust system after the required exhaust manifold.*"

In 9.1.1.D.3.p.5, add at the end of the first sentence: “ or HPD part #3100-F21S-A200.”

FV

- #321 (Bruce Fuchiwaki) FV Spindle and carrier
In 9.1.1.C.3, add a new section: “11. Alternate spindle from cip1.com part number C26-412-020 and alternate spindle carrier C26-412-025 are allowed.”

Grand Touring

GT1

- #159 (Jeff Bailey) Allow graphic reproduction tail lights for Five Star Bodies
In 9.1.2.D.10.c, add a new subsection as follows: “3. For bodywork supplied by Five Star Race Car Bodies (www.fivestarbodies.com)graphic ‘Tail ID Kits’ specific to a particular body may be used. The graphics must reside in the stock location and working lights as required above must be incorporated into the graphics.”
- #607 (CRB Letter) GT1 Trans Am bodywork rule clarification
In 9.1.2.D.8.a.4, add at the end of the paragraph the following: “No additional spoilers, splitters, air dams or other aerodynamic devices not incorporated in the original approved body may be run. No undertray may extend beyond the outline of the original Trans Am approved body.”
- #608 (Bill Rose) Classify the Volvo 1800 E/S/ES body in GT3
In 9.1.2, GT3, add to VOLVO cars:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
1800 E/S/ES	NA	3dr	RWD	96.5	

Improved Touring

- Replace 9.1.3.D.7.2 with “Tires must conform to 9.3.45.”

ITA

- #389 (Eddie Bassett) Classify the BMW 528e

	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:
BMW 528e (82-87)	6 cyl SOHC	81 x 84 2963	(I) 40.0 (E) 34.0	9:01	103.5	14	3.83, 2.20, 1.40, 1.00, 0.81	(F) 284 Disc (R) 284 Disc	2550	

- #598 (Demetrius Mossaidis) Correct weight of 92-95 Honda Civic Si
In 9.1.3, ITA, Honda Civic Si (92-95), correct weight from 2330 to 2305.

Super Touring

Change 9.1.4.N.1 (in its entirety) to: “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.”

Production

EP

- #572 (Allen Mitchell) Level 1 engine prep. and comp. ratio increase-Alfa Romeo GTV6
In 9.1.5, EP, Alfa Romeo GT-V6, to match other earlier Level 2 cars, replace Notes as follows: “Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500” max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.”
- #588 (Sam Moore) Allow wheel rim size change
In 9.1.5, EP, BMW Z3, add “18 x 8” to the allowed max wheel sizes.
- #595 (Robert Coffey) Remove 100 lbs. penalty added to Honda Prelude i in 2008
In 9.1.5, EP, Honda Prelude Si, change weights from 2420/* 2481/** 2541 to 2370/* 2430/** 2489.

FP

- #599 (David Lyle) Increase Compression Ratio allowed on 4age engine
In 9.1.5, FP, Toyota MR-2, Notes, change “Comp. Ratio limited to 10.0:1” to “Comp. Ratio limited to 11:1”.

HP

- #631 (CRB Letter) Change valve lift on Volkswagen Jetta 1780 (85-91)
In 9.1.5, FP, Volkswagen Jetta 1780 (85-91), Notes, change “Valve lift limited to .420” to “Valve lift limited to .425”.
- #632 (CRB Letter) Change valve lift on the Volkswagen Golf (GTI, GT, GL)

In 9.1.5, FP, Volkswagen Golf (GTI, GT, GL), Notes, change "Valve lift limited to .420" to "Valve lift limited to .425".

American Sedan

1. #560 (CRB Letter) Remove individual hood allowances

Remove individual hood allowances now redundant with 9.1.7.D.7.h.

Camaro & Firebird (82-92), Notes, delete: "Harwood fiberglass hood (P/N 12100) is permitted."

Camaro & Firebird (93-02), Notes, delete: "Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed.", and "Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air.", and "WS6 hood is permitted with ram air opening sealed to prevent the passage of air."

Mustang Incl. Cobra & Cobra R (79-93), Notes, delete: "Fiberglass hoods, including cowl hoods up to 3" may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air."

Mustang Incl. Cobra thru 95 (94-98), Notes, delete: "Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off." and "Fiberglass hoods, including cowl hoods up to 3" may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air."

Mustang Incl. Cobra (99-04), Notes, delete: "Fiberglass hoods, including cowl hoods up to 3" may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air."

Mustang GT (05-09), Notes, delete: "Fiberglass hoods, including cowl hoods up to 3" may be used. Otherwise, the external profile of the hood shall remain stock.

Ram air openings and rear openings must be blocked off to prevent passage of air."

Capri (79-86), Notes, delete: "Fiberglass hoods, including cowl hoods up to 3" may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air."

2. #582 (CRB Letter) Correct omission

In 9.1.6.D.7.b, correct to by inserting the missing word "solid" as follows: "All resulting openings shall be covered by *solid* panels of an alternate material."

3. Change 9.1.6.D.6.a.2 to: "*Tires must conform to 9.3.45.*"

Showroom Stock

1. In 9.1.7.E.7, change the second and third paragraphs as follows:

Tires must conform to 9.3.45. All tires shall be DOT approved and shall be offered for sale over the counter through the manufacturer's tire dealer network. ~~Racing, recapped, and regrooved tires are prohibited.~~ The brand of tire and tire pressures are unrestricted. ~~The only modifications allowed to tires are having treads "shaved" or "trued."~~

~~All cars shall run tires with a minimum of a "U" speed rating.~~ For size determination, the molded section shall be used. All cars are allowed a section increase of 10 mm or 20 mm (e.g., 195 may use 205 or 215). All cars are allowed an aspect ratio increase or decrease of 5 or 10 (e.g., 55 may use 45, 50, 60 or 65). All cars listed with an aspect ratio of 75 or higher may use an aspect ratio

2. #496 (Mark McCaughey) Correct Accusump part number error - Celica GTS

In 9.1.7, SSC, Toyota Celica GTS (00-05) Notes, change "Canton Accusump #24-260" to "*Canton Accusump #24-026.*"

3. #651 (Kevin Yaghoubi) Reinstate first generation Neons under 12 year eligibility

	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:
Chrysler Neon ACR SOHC (4 door) (95-99)	87.5 x 83.0 1995	2642	1458/ 1471	14 x 6 Alum	175/65 205/55 max.	3.54, 2.12, 1.36, 1.03, 0.81	3.94	(F) 257 Disc (R) 270 Disc	2500	Factory Koni adjustable shock/strut assemblies permitted. Mopar Performance Rear Sway Bar allowed P/N P500704. Mopar Performance spring kit #P5007003 (F) and #P5007005 (R) is allowed. This max. tire size supersedes SS tire rule 9.1.7.E.7.
Chrysler Neon ACR DOHC Coupe (95-99)	87.5 x 83.0 1995	2642	1458/ 1471	14 x 6 Alum	205/50 (max.)	3.54, 2.12, 1.36, 1.03, 0.81	3.94	(F) 257 Disc (R) 270 Disc	2600	Factory Koni adjustable shocks permitted. Mopar Performance Rear Sway Bar allowed; P5007041 rear sway bar, P4876425 front control arm bushing. Wheels: 15 x 6", 40mm offset, (P/N 82204993 (Painted) or 82204991 (polished), Tires: 205/50/15 max. This max. tire supersedes SS tire rule 9.1.7.E.7.

Spec Miata

- Change 9.1.8.C.2.6.2 as follows:
 - Regional Competition ~~Any DOT approved tire is permitted. Racing, recapped, or regrooved tires are not allowed. Tires must conform to 9.3.45. Tire size is unrestricted. The only modifications allowed to tires are having treads "shaved" or "trued."~~ Individual regions may require spec tires for regional races. Supplemental regulations for specific events should be checked.
- #680 (CRB Letter) Clarification of 9.1.8.C.p.1
 In 9.1.8.C.p.1, add the following at the end: *"Chips may not be replaced. The OBDII diagnostic port must be operational in all 1996-2005 cars."*

Sports Racing

CSR

- #441 (Club Racing Board Letter) Correction related to new fuel rules
 Delete 9.1.9.F.7.a.21. to conform to the new fuel rules
- #442 (Club Racing Board) Correction related to new fuel rules, in 9.1.9.G.3, Delete "May use fuel per the IT specs of GCR

section 9.3 Fuel.” to conform to the new fuel rules

3. #544 (Erik Skirmants) Alternate sway bar

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

Touring

1. In 9.1.10.D.7.b, change the second and third paragraphs as follows:

Tires must conform to 9.3.45. All tires shall be DOT approved and shall be offered for sale over the counter through the manufacturer’s tire dealer network. Racing, recapped and regrooved tires are prohibited. The brand of tire and tire pressures are unrestricted. The only modifications allowed to tires are having treads “shaved” or “trued.”

2. #502 (CRB Letter) Correct radiator contradiction

In 9.1.10.D.3.b.1, delete “H.D. Radiator,”.

3. (CRB) Correct omission for T1, T2, T3 Lotus models

In 9.1.10, T1, T2 and T3, all Lotus models, add to Notes: “*Rear cage braces may pass through rear window.*”

T1

1. #338 (Kevin Yaghoubi) Classify the 2010 BMW M3 GTS

In 9.1.10, T1, BMW E92M3 (08-09), add “*BMW M3 GTS (10)*” on the same spec line.

2. #529 (Robert Perry) Addition of 2005 model year (996) Porsche 911 GT3

In 9.1.10, T1, Porsche 911 GT3, change “(03-04)” to “(03-05)”.

3. #586 (Sam Ryan) Z06 calipers

In 9.1.10, T1, Chevrolet Corvette C6, add to Brakes, “*Z06 brake calipers allowed.*”

4. (CRB) In 9.1.10, T1, Chevrolet Corvette C6 Coupe, change “(05-09)” to “(05-10)” and add “*Grand Sport (2010)*” [Note: this allows the Grand Sport to run the C6 size wheels at the C6 weight or the larger wheels on the Grand Sport separate spec line at 50 lbs. more.]

5. (CRB) In 9.1.10, T1, Chevrolet Corvette C5, add to Notes (after T1 Item 4 in TB 10-2), “*The A.I.R air pump system may be removed.*”

6. (CRB) Correct Corvette C5 wheel and tire sizes

In 9.1.10, T1, Chevrolet Corvette C5, replace Wheel Size (in) with “18x10 (F) 18x11 (R)” and replace Tire Size with “315/35/17 (max) (F&R), 315/35/18 (max) (F&R)”. [Notes in Tire Size remain.]

T2

1. #484 (Bill Baten) Remove the 100 pound 1LE penalty

In 9.1.10, T2, Chevrolet Camaro SS & Z-28 (98-02), delete “*1LE: add 100 lbs.*” from Weight column.

2. #554 (Rob May) Add the Euro Header to the BMW M Coupe Spec Line

In 9.1.10, T2, BMW M Coupe, add to the Notes “*Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed.*” [Published in August 2009 Fastrack, omitted in 2010 GCR.]

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Jan. 28-30, 2009

SOLO EVENTS BOARD

The Solo Events Board met at the SCCA Convention January 28-30. Attending were SEB members Tina Reeves, Dave Feighner, Iain Mannix, Erik Strelnieks, Bryan Nemy, Mike Simanyi and Steve Hudson; Dick Patullo of the BOD; Doug Gill, Nancy Downing, and Howard Duncan 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 1/1/2011.

Comments and other responses regarding items published herein should be directed to seb@scca.com.

RECOMMENDED TO THE BOD

- The following previously-published rule change proposals are being recommended to the BOD:
 - ITEM 1)** Remove "(2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s)" as one of the allowable carburetion items for the Turner 1500 in G Prepared. (ref. 09-114)
 - ITEM 2)** Add new subsection 15.2.P as follows: "Fog lights may be removed." (ref. 09-623, 09-631, 09-741, 09-753, 10-046)

GENERAL

- The following definition change proposal is published here for member comment: Add to the end of 12.6.B as follows:
"... or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place."
- The rule book requirement of 3.3.3.A.3 remains in place; a copy of the Solo Rules is required for Annual Tech, in spite of changes to 4.1.B for 2010. This requirement will be reviewed by the SEB for possible change, which would be effective in 2011.
- The following rule change proposal is published here for member comment: Change Section 4.9 to read as follows:
"4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES
If in three consecutive years at the Solo National Championship a class fails to field a combined total (Open and Ladies) of at least seventeen (17) entrants *or nine (9) different vehicles*, then for the following year that class will be reviewed for action by the SEB. Changes to be considered may include, but are not limited to:
 - a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
 - b) addition of new makes/models
 - c) consolidation with another class or a portion thereof
 - d) restructuring
 - e) eliminationThis is not intended as the only criterion for class adjustments, additions, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes."

Comment: Due to the above proposed change and its implications, class B Modified is not considered by the SEB to be subject to 4.9-based changes for 2011.
- The following change to the Appeal requirements is published here for member comment: Change the first sentence of 10.6.3 to read as follows:
"The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *one week* from the notice to the parties and no later than four weeks from said notice."

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The SEB reviewed and approved portions of the preliminary Supplemental Regulations for the National Championship event. These will be published in an upcoming Fastrack; members planning to attend this or any National-level event are encouraged to review them, as a variety of changes are being implemented.
- Course designers were selected for the National Championship event; they are Roger H. Johnson and Karen Babb.

STREET TOURING

- The STAC has provided the following rule change proposal, which is published here for member comment: Replace 14.2.F in its entirety with the following:

"F. Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 5 square feet as calculated per Section 12.9. The number of wing elements is limited to 2.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may extend beyond the rear most portion of the bodywork, above the roofline of the vehicle, or more than 6" forward of the rear axle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof.

Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain fully functional (e.g. trunk lids and rear hatches must open fully). Wing endplate surface area is limited to 110 square inches each, and the total number of endplates is limited to a maximum of two. Substitution or removal of rear wings must retain any original third brake light functionality unless otherwise equipped (e.g. back deck)."

Comment: This removes the original allowance for aftermarket body kits, spoilers and other appearance items, whose original purpose (i.e. attract Sport Compact enthusiasts) is no longer relevant, and which a number of competitors were using for performance advantage. Its replacement maintains the status quo on usage of aftermarket wings, while placing restrictions on further escalation. In addition, per member input, complete removal of OE wings would now be legal in many cases.

- The SEB and STAC will be continuing to review possible changes in allowances concerning exhaust, firmware, and emissions compliance requirements.
- The SEB has directed the STAC to review the tire treadwear rating minimum value requirement.

STREET PREPARED

- The SPAC continues to review feedback and data concerning the possible moves of Datsun/Nissan Z cars to DSP. (ref. 09-734, 09-739, 09-753, 10-003, 10-054, 10-055)
- The following rule change proposal has been recommended by the SPAC: Add new subsection 15.1.Q as follows:
"Q. OE interior rear view mirrors may be removed."

STREET MODIFIED

- The SMAC is seeking an additional committee member. Interested SCCA members are invited to submit their qualifications in writing to the SEB via seb@scca.com.

PREPARED

- Per the PAC, the previously-published (December '09 Fastrack) proposal concerning changes to XP weights has been withdrawn (ref. 09-967, 09-698, 09-700, 09-704, 09-705, 09-706, 09-708, 09-710, 09-717, 09-725, 10-017, 10-049).
- Per the PAC, the following rule change proposal is published for member comment: In Appendix A, under Prepared Class X, change the second bullet item following the AWD specification in subsection 9.b to read as follows:
"- Cars equipped with traction/stability control: + 50 lbs."

Comment: The proposed change reduces the adjustment for traction control to the same level as the adjustment for ABS.

- Per the PAC, the following change proposal is published for comment: In Appendix A, under Prepared Class X, replace subsection 4 as follows:
"4. BRAKES
Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment, incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."

Comment: This would allow ABS in XP to be unlimited, but still incur a weight penalty, and improve vehicle migration opportunities from Street Modified. (ref. 09-516)

- The PAC recommends the following listing additions for Appendix A, GP Limited-Preparation, and these are being published here for member comment:

“BMW

1600 ('68-'71)	1574	1575	13x7	1.65/1.38	56.5/56.5
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Carburetion

Comp. ratio limited to 11.0, valve lift to .450”

Alt. intake manifold #CAM-6618

Toyota

Corolla ('71-'74)	1588	1590	15x7	1.61/1.42	57.9/57.5
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Carburetion

Comp. ratio limited to 12.0, valve lift to .450”

Comment: the PAC considers these older-technology cars which fit within the concept of GP Limited-prep.

MODIFIED

- An opening is anticipated on the MAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.
- The SEB thanks Sheldon Lemoine for his valuable work on the MAC.
- The following rule change proposal is submitted for member comment: Replace the fourth paragraph of 18.0 with the following:
 “The exhaust system/length of a car may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of a noise limiting device(s), and in so doing, keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting devices shall serve no other purpose than that stated, and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.”

NOT RECOMMENDED

- Stock: Move V8 Camaro to GS (09-740) *Comment:* the SAC does not believe this car is a good fit for GS, which is in a rebuilding phase following the departure of the Cooper S.. Adding a new model line--consisting significantly of cars which are nearing the 30-year limit--to this class is not considered likely to be beneficial. .
- Stock: Move MR2 Spyder to ES (09-750) *Comment:* the SAC feels the current ES is well-subscribed, and adding a potentially dominant car is not advisable. The committee will be assessing the impacts of ongoing reorganization efforts.
- Stock: Camber allowances (ref. 09-716, 10-025)
- Street Modified: SMF class (ref. 09-691, 09-745)
- Street Prepared: welding procedures/update-backdate (ref. 09-718)
- Prepared: Add Toyota Yaris, Honda Fit to GP Limited-prep (ref. 09-689) *Comment:* the PAC will be evaluating potential impacts of classing newer-technology cars with older ones.
- Prepared: Front spoiler/fascia allowances(ref. 10-006) *Comment:* the PAC notes that the requested component incorporates a splitter, and splitters are not presently permitted in Prepared classes other than XP.
- Prepared: Cylinder bore limits (ref 09-721) *Comment:* goes beyond the intent of Prepared car development rules and weight formula usage.

TECH BULLETINS

- 1) General: Section 4.9 is reformatted for clarification, without intended change in current content or effect, as follows:
 “4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES
 If in three consecutive years at the Solo National Championship a class fails to field a combined total (Open and Ladies) of at least seventeen (17) entrants, then for the following year that class will be amended . Changes to be considered may include, but are not limited to:
 - a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
 - b) consolidation
 - c) restructuring
 - d) elimination
 This is not intended as the only criterion for class adjustments, consolidation, elimination, or restructuring; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account

participation levels at other events such as National Tours when making decisions regarding the need for changes.”

Comment: as a clarification, this reformatting is effective immediately upon publication. The separate change proposal elsewhere within these minutes reflects this reformatting.

2) Safety: A vehicle must meet the requirements of 3.3.2 as they apply to all categories in which it is entered.

3) Prepared: Per the PAC, the GP listing for the Saab Sonett is corrected to read as follows:

Sonett				
843cc engine	1200	16x6	60/60	
1498cc engine	1600	16x6	60/60	
1699cc engine	1800	16x6	60/60	

4) Prepared: Per the PAC, the following example is added after the last paragraph before the listings in Appendix A, Prepared Class F:

“Weight calculation example:

Subaru Sti (2.5 L) running 11 inch wheels.

Actual displacement (before overbore) 2457cc.

The formula would be: 0.75 for piston engine + 0.375 for forced induction + .075 for 4wd. Total weight factor is 1.2.

Calculated weight is 1.2 x 2457 = 2948 lbs (exceeds max limit)

Maximum calculated weight is 2500 lbs + weight penalty of 100 lbs for over 10” wheels

Total competition weight would be 2600 lbs”

5) Prepared: The GP Limited-prep listing for Ford Festiva ('78-'80) should read “Ford Fiesta.” *Comment:* the Festiva was not produced in '78-'80.

6) Per the PAC, the following new listings are added in CP, effective immediately upon publication:

Chrysler, Plymouth, & Dodge

Dakota 2WD ('87-'96)

Dakota 2WD ('97-'04)

ROADRALLY BOARD

RRB BOARD MINUTES | Jan. 31, 2009

The *RoadRally* Board (RRB) met at the SCCA Convention on Sunday, January 31, 2010.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Mark Johnson, Eva Ames and Lois Van Vleet. Guest Kevin Poirier was present.

Chairman Wakemen called the meeting to order at 9:08 am PST.

The Final January 4, 2010 RRB Minutes were approved. (Johnson/Lanz)

Proceedings

1. Rally Liaison updates

Van Vleet reported the California rallies were a success. English volunteered to be the liaison for Steel Haul Course Rallies in April. Liaison updates in **bold** below.

2. 2010 Liaisons

Assignments: The following have been appointed 2010 Rally Liaisons:

California, NT-NC Rallies (January) - Lois Van Vleet

Steel Haul, NC (April) - Jeanne English

New England, NC (February) - Rick Beattie (at December RRB Meeting)

Arizona, NC Rallies (March) - Jeanne English

Escape to Wisconsin, NT (June) - Lois Van Vleet

Chippewa Trail, NC (June) - **Mike Thompson**

St. Louis Rallies (July?) - tabled

Arizona Rallies, NT (**Aug? Nov?**) - **Dave Kolb**

Badger Trails, NT (September) - Lois Van Vleet & Eva Ames

Oktoberally, NC (September) - Jeanne English

USRRC NGTA (Oct) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

3. Review of Town Hall Meeting Discussions

Discussion: From the Town Hall Meeting held Saturday, January 30th at the convention many topics need to be discussed over the next few months and published for member comment. Some of the suggestions from the discussions brought up at the Town Hall Meeting are listed below:

Topic: Make the USRRC THE Championship Event

Discussion: USRRC and USRRC qualifier suggestions were:

- xx number of points to qualify.
- xx number of rallies entered.
- xx number of Nationals + xx number of Regional events.
- Make the USRRC a 'stand alone' Championship event and eliminate the 'Series' to determine the Championship

Topic: How to break Year End Championship Tie Breakers

Discussion: Suggestions varied from:

- Use the USRRC to break ties.
- Why do we need to break ties?
- Lowest rally score in all events run (requiring major record keeping).
- Number of National Rallies ran.

Topic: E, L and S Categories versus the current 4 categories (based on LTP).

Discussion: Suggestions to changing the current points categories were:

- Taking the points from the last 3-5 years and divide by 10 or xx = LTP to be added to your current LTP's (giving LTP to everyone who ran in the last 3-5 years).
- LTP are earned not given away without running.
- How can the Sportsman class move up faster?
- Champions moving up to the next category each year.
- xx number of placings move up automatically to the next category each year

Unfortunately, this RRB meeting was interrupted when the BOD called us in to meet with them. This meeting will be continued at the March RRB conference call.

Old Business

New Business

Action items

Next meeting

Monday, March 1, 2010 at 7:30 pm CST, via conference call.

The meeting was unofficially adjourned at 9:55 am PST to meet with the BOD.

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

Editor's Note - the November and December 2009 Minutes were inadvertently omitted from publication. They appear in this month's FasTrack with apologies to the RXB.

RXB BOARD MINUTES | Nov. 9, 2009

The RallyCross Board met via conference call Nov. 9. Attending were Bob Ricker, Chairman, Brent Blakely, Tom Nelson, Mark Utecht, and Pego Mack (National Office).

Committee Reports

- a. RallyCross Safety Committee (Tom Nelson): Nothing to report
- b. RallyCross Rules Committee (Mark Utecht):

Pego Mack reported that the rule changes the RXB submitted to the BOD were approved.

The Board discussed adding an allowance for quad ATVs. It was decided that the additional risk would drive our insurance cast to an untenable level.

The Board briefly discussed the minor revisions that Tom Nelson had for the protest and appeals changes. Those passed by unanimous vote. As they are errors or omissions, they do not need to be approved by the BOD.

The RXB discussed a submission from Ken Cashion that included three items:

1. Ken is requesting for a revision of the rules regarding course degradation and possible adding items to address equal course conditions across all classes. The RXB felt the current rules were appropriate and this was more of a safety steward education issue. The safety committee will draft a newsletter that will include this item.
2. Ken also requested an allowance of wheel diameter changes to the Stock category. The RXB determined that this was not consistent with the current Stock category philosophy but will put it out to the forums for additional input.
3. The final request from Ken was to reconsider the National Championship Points Proposal that he submitted at the 2008 NRXC. The RXB felt that not enough had changed in the sport and that the proposal is still unwarranted.

Old Business

Photo Contest Entries: Entries received have been sent to the selection committee.

New Business

Pego Mack announced that the 2010 RallyCross National Championship would be held in Colorado. The site for 2011 will be vetted during 2010. Any region interested in hosting the 2011 RXNC is invited to come to Colorado and be involved in the 2010 event. Pego also requested help with the information about the 2010 National Challenge events and the RallyCross Region and Division of the year awards.

Mark Utecht will be presenting the How to Start a New Regional RX program at the National Convention. Tom Nelson will preside over the RX Safety Steward Continuing Education session. The remaining sessions will be hosted by the RXB as a group.

Next meeting

Monday, December 14, 2009 at 8:00 pm CST via conference call.

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD MINUTES

RXB BOARD MINUTES | Dec. 17, 2009

The RallyCross Board (RXB) met via conference call Dec. 17. Attending were Bob Ricker, Chairman, Brent Blakely, Karl Sealander, Mark Utecht and Howard Duncan (National Office).

Chairman Ricker called the meeting to order at 8:05 CST.

Minutes from the Nov. 9, 2009 RXB meeting were approved. (Ricker)

Pending Business

1. Photo Contest Entries: Bob Ricker reported that the contest is underway and being coordinated by Jerry Doctor. A montage will be presented at the SCCA convention.
2. SCCA Convention Plans: Five seminars are planned for RallyCross. There will be Regional Best Practices, New Regional Program, Safety/Competitor Session, Town Hall, and Rules Discussion/Competitor Session. The RXB recommends that all RallyCross Rules Committee members attending the convention participate in the Rules Discussion.

New Business

1. RallyCross Assumption of Risk Language: This is language adapted from the GCR and required, per Pete Lyons, to be in the RallyCross Rules. Mark Utecht reported that he has inserted the language into the 2010 RXR draft and forwarded it to Pego Mack for review.
2. Minor Competitor Release Forms: A new rule from the National Office requires both parent signatures for Minor Competitor Release Forms. Mark Utecht feels it will cost participation in Minnesota, and that we should be enabling younger competitors anyway we can. Bob Ricker suggested we talk to Pete Lyons and attend the insurance seminars at the convention. Howard Duncan said he would arrange a meeting between the RXB and Pete Lyons. Mark Utecht suggested Thursday to avoid schedule conflicts.
3. Forum for RallyCross Divisional Stewards (RXDS): A request for a RXDS forum has been brought up to the RXB. The RXB feels this would be helpful to the Divisional Stewards. Bob Ricker will check with Pego Mack to see what can or has been done to establish this.
4. Street Modified Category (SM): A request has been made to create another category of competition classes for RallyCross to capture those vehicles that can't or won't compete on competition tires yet are modified beyond the Stock Category. It has been a successful regional class in a few regions in 2009. Mark Utecht has sent out a draft and suggested that it remain a regional class only for now. His concern is that it could dilute present National classes. The RXB discussion included adding bumping rules to reduce the number of classes and ensure an adequate number of competitors in all competing classes, making SM a supplemental class at National competitions, and dropping the Stock Rear and Prepared Rear classes and combining two-wheel drive vehicles into one class (Stock Two Wheel Drive (S2) and Prepared Two Wheel Drive (P2)). Mark Utecht will post the possibilities on the forums and compile an email discussion so that the RXB can be prepared for a discussion at the convention.
5. STRAP: Bob Ricker will contact Pego Mack to confirm if Mark Walker is working on the Strategic Plan or if the RXB needs to make other arrangements before the convention.
6. Event Safety Issue: It has come to the attention of the RXB through photos posted on the Internet that some regions have not been adhering to RallyCross Rules, Section 5.3, Course Safety and Layout Rules, in that competitor cars have gotten airborne during SCCA sanctioned events. The RXB takes safety issues very seriously and expects region events be conducted according to the Rules. Bob Ricker will contact Region authorities to ensure such courses are not used in the future.

Next meeting

Monday, January 11, 2010 at 8:00 pm CST via conference call.

The meeting was adjourned at 10:02 CST (Ricker/Sealander).

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD MINUTES

RXB BOARD MINUTES | Jan. 31, 2010

The RallyCross Board (RXB) met at the SCCA Convention on January 31. Attending were Bob Ricker, Chairman, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance were Howard Duncan and Pego Mack of the National Staff.

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

Chairman Ricker called the meeting to order at 8:15 a.m. PST.

The following items were discussed:

- Incident Reports: Howard Duncan explained the importance that incident reports be free of opinion. Descriptions of the incident should remain factual only. Mark Utecht requested that incident reports received by the National office be distributed to the RXB, the Safety Committee, and the appropriate Divisional RallyCross Steward. It was noted that such a distribution should only include reports with names, addresses, and other personal information blocked out while leaving division and region information.
- Rulebook accuracy: The 2010 RallyCross Rulebook contains some date references that are currently incorrect. It was suggested that the RXB remove from the RallyCross Rules any unnecessary dates that need to be updated annually. Doing so would reduce these types of errors in future rulebooks.
- STRAP: A discussion of the STRAP brought consensus that it is too long and that flowery and unnecessary language needs to be removed.
- New member of RXB: With the resignation of Jayson Woodruff from the RXB, the potential need to add new members to the board was discussed. The RXB, which currently consists of 5 members, should consist of 5 or 7 members. The RXB is requesting letters of interest and résumés for a position on the board. In the process of evaluating those résumés received, the RXB will decide whether the board should consist of 5 or 7 members.
- Safety Steward Training: Bob Ricker stated that the Safety Steward Training Program must be improved and it needs to be done in the next three months. It was suggested that the Safety Committee be employed in this task.
- Annual RallyCross Award: The RXB discussed creating an annual RallyCross award that recognizes outstanding achievement and contribution. This award could be similar to the Robert V. Ridges Memorial Award in RoadRally. Further discussion of the award will occur at a future meeting.
- Member Communication: Pego Mack suggested that the RXB improve communications with the RallyCross community using an eBlast or newsletter format. She also suggested a younger-oriented approach. Also suggested were the use of an email blast with instructions to use and subscribe to the SCCA forums and perhaps finding ways to improve the website.

The meeting was adjourned at 10:20 a.m. PST.

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>