

BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | Dec. 2-3, 2011

The SCCA National Board of Directors met in Topeka, Kan., Friday, December 2 and Saturday, December 3, 2011. The following directors 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, Marcus Merideth and the two incoming directors Steve Harris and Brian McCarthy.

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; Aimee Thoennes, Executive Assistant, Peter Lyon, Risk Management.

Jim Wheeler, Member of the CRB and John Bauer, Technical Manager, Club Racing, participated in the meeting on Saturday, December 3, 2011.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

A presentation was given on Brand Marketing by Pasquale and Angelo Trozzolo of Trozzolo Communications Group. An interactive session followed the presentation.

MOTION: to approve the minutes of the October meeting. Lybarger-Gordy. PASSED unanimously.

Note the following ammendment to the minutes in the Club Racing Rules section, first published in December 2011 Fastrack, on page 29:

CORRECTION:

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 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.”

PRESIDENT’S REPORT

Staff worked closely with BoD Treasurer and Budget and Finance Committee to prepare 2012 budget draft for later review in BoD meeting. Overview presented of SCCA involvement in ACCUS (FIA liaison to US racing) related to presenting Formula 1 events. Dahnert provided a summary of the recently conducted staff Needs Assessment study. Results reflected many positive staff observations but also identified several areas that could be improved. SCCA has a presence at PRI sharing booth with SCCA Pro Racing. Dahnert and Prill will be attending IMIS show in Indianapolis for SCCA.

LEGAL REPORT

Pete Lyon provided an update on current and pending litigation. No action required by BoD.

RISK MANAGEMENT REPORT

2012 Insurance renewal included in the budget. There are active trademark infringement actions in several areas to protect SCCA interest.

FINANCE REPORT

Presented overview of proposed 2012 budget. Minor increases in insurance to fully recover cost of insurance. Club Racing \$29.50 to \$30.50; Solo \$5.50 to \$6.00; Rally \$4.00 remains; \$5 increase in race license fees and Runoffs fee increases \$450 to

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\$500 and Solo Nationals fee increases \$94 to \$102. Discussion about large line items. BoD expressed their intention for staff to continue to take advantage of low interest rates.

MOTION: to approve 2012 budget as presented. Lewis/Jones. PASSED: 12-1 Opposed Merideth.

MARKETING/REGION SERVICES REPORT

Membership was 40,989 end of October. Discussion on membership and participation decreases and potential solutions: increase value to member, provide value at less cost, provide other membership options, lower cost tiers or premium tiered memberships.

Proposal presented by Dick Patullo on behalf of the Planning Committee for updating the Operations Manual to reflect current accepted practices by the regions for organizing a new region. The acceptance of these changes is intended to make it easier to form chapters with specific areas of interest.

MOTION to approve changes as presented on 1.2 Organizing a New Region. Patullo/Merideth. PASSED Unanimously.

1.2 Organizing a New Region

1.2.1 Following are the steps for organizing a new Region:

Organize a group of a minimum of 25 SCCA members in a geographical area. If the group is new to SCCA, representatives should join the Club through an existing Region. (After the proposed Region receives its Provisional Charter, the Regional Executive may approve membership applications).

Following the Guidelines for establishing a Regional Chapter (1.3 of Operations Manual), work with the Region Officers to establish a Chapter in the geographic area the proposed Region would operate within. The Chapter must operate for a minimum of one year prior to making a request to organize as a Region.

Organize *four to six* local events and *establish and maintain an active website and/or a newsletter* to inform members of meeting dates, activities, event results, officers, National office mailing address, and so on.

Elect officers who will serve as the first Regional officers.

Name the proposed Region. Names should identify the location of proposed Region, such as Atlanta, Ohio Valley, South Jersey.

Decide on the geographical limits of the proposed Region in county units. In no case shall Regional boundaries follow rivers, highways, and so on, unless the county line follows these boundaries.

Obtain approval in writing for the annexation of specific counties from the Regional Executive(s) whose Region(s) will be affected by the proposed Region.

Agree individually and collectively to abide by and obey the SCCA Bylaws and National policies of the SCCA.

Obtain a 501(c)(4) Exemption.

1.2.2 Obtaining a Provisional Charter

Upon completion of the eight steps above, apply for a Provisional Regional Charter on the form developed by the National Office. If approved by the Board of Directors, a Provisional Charter will be granted.

1.2.3 Obtaining a Full Charter

The new Region shall take immediate steps to incorporate in the state of its domicile and to adopt Regional Bylaws. The Articles of Association (Incorporation) must include affiliation with the Sports Car Club of America, Inc. and must be consistent in purpose with those of SCCA. The governing rules of the Region shall not conflict with the SCCA Bylaws or these operating procedures. The Regional Bylaws must specify that membership in the Region shall be limited to members of the SCCA. Photostats or true copies of both the Articles of Incorporation and the Bylaws must be forwarded to the National office. Upon approval by the Board of Directors, a full Charter will be granted.

1.2.4 Transfer of Regional Territory

The President may transfer counties routinely, with the approval of all Regions concerned and with the full disclosure of reasons. However, if a transfer affects a Division line or Area boundary, it must have Board of Directors approval.

1.3 Guidelines for Establishing a Regional Chapter

1.3.1 Reasons for a Chapter

A group of SCCA members residing in one general area who are more than a reasonable distance from the city where regular Regional meetings are held *or are interested in activities not currently offered by the Region.*

1.3.2 Number of members

A minimum of ~~15~~ 10 members are needed to form a Chapter.

1.3.3 Bylaws

The Chapter must abide by the SCCA Bylaws and the Bylaws of the Region.

1.3.4 Officers

A minimum of ~~four~~ one member to coordinate with the Regional officials: suggest Chapter president, secretary, treasurer or activities chairman. A representative from the Chapter is to be a member of the Region's Board of Directors, Executive Committee or *directly report to a designated Region Board member or committee* and must be willing to attend several regular meetings of the Region.

1.3.5 Memberships

All memberships solicited and received by the Chapter must be processed through the Region/National office. No membership will be unreasonably delayed or withheld.

1.3.6 Regional Dues & Chapter Financial Transactions

Regional dues of the Chapter members *will be remitted to the Region. ~~must be maintained in the Region office with all expenses of the Chapter paid by the Region.~~ SCCA related expenses are the responsibility of the Chapter; however the Region shall have access to any SCCA related transactions.*

1.3.7 Chapter Members

Chapter members are, at all times, considered members of the Region and extended the same courtesies, including receipt of the Region's publication, to which the Chapter is encouraged to contribute.

1.3.8 Chapter Sanction Requests

All Requests for Sanction, Calendar Listings, licensing of competitors and officials, and so on, are handled through the Region *or through individuals designated by the Regional Executive.*

1.3.9 Permission for Chapter Events

The Chapter may hold, without permission from the Region, non-sanctioned events which are of a local nature, providing they do not conflict with the Region events, sanctioned or non-sanctioned.

1.3.10 Regular Meetings

The Chapter is encouraged to hold regular meetings and to participate and support Region events. Officers of the Chapter ~~must~~ are encouraged to be in continuous, regular communication with the Region's officers, and vice versa.

1.3.11 Annual Chapter Renewal

Each Chapter must update its officer information annually. The deadline for submitting documentation shall be February 15 of each year.

1.4 Guidelines for Special Purpose Chapters

1.4.1 Reasons for a Special Purpose Chapter

A group of SCCA members who are interested in specialized activities not normally offered by the SCCA Regions or who have a commonality of background or automotive interests outside the norm.

1.4.2 Number of members

A minimum of 10 members are needed to form a Special Purpose Chapter.

1.4.3 Bylaws

The Special Purpose Chapter must abide by the SCCA Bylaws.

1.4.4 Officers

A minimum of one member to coordinate with the National office.

1.4.5 Memberships

All memberships solicited and received by the Special Purpose Chapter must be processed through a Region or the/National office. No membership will be unreasonably delayed or withheld.

1.4.6 Regional Dues & Chapter Financial Transactions

Regional dues of the Special Purpose Chapter members will be remitted to the Region of each members choosing. Special Purpose Chapter members must be a member of some region however the Special Purpose Chapter has no affiliation with any particular Region. All expenses of the Special Purpose Chapter including SCCA related expenses are the responsibility of the Chapter

1.4.7 Chapter Members

Special Purpose Chapter members are, at all times, considered members of their home Region and extended the same courtesies, including receipt of the Region's publications.

1.4.8 Special Purpose Chapter Sanction Requests

All Requests for Sanction, Calendar Listings, licensing of competitors and officials, and so on for Special Purpose Chapters are to be submitted directly to the national office by the Chapter president or his designee. As a Special Purpose Chapter has no territory, Special Purpose Chapters must have in writing the permission to sanction events in affected regions territory. Such permission shall not be unreasonably withheld.

1.4.9 Permission for Special Purpose Chapter Events

The Chapter may hold, without permission from the Region, non-sanctioned events which are of a local nature, providing they do not conflict with the Region events, sanctioned or non-sanctioned.

1.4.10 Regular Meetings

The Special Purpose Chapter is encouraged to hold regular meetings and events and to participate and support local Region events.

1.4.11 Annual Chapter Renewal

Each Special Purpose Chapter must update its officer information annually. The deadline for submitting documentation shall be February 15 of each year.

1.5 Competition Events

Regions must conduct their events under the sanction of the SCCA. The SCCA may grant or withdraw such sanctions for individual events or for specific categories of events. An SCCA sanction is considered to be a privilege and responsibility. Regions that fail to conduct events within the policies, standards, rules and regulations of SCCA are subject to penalties and restrictions ranging up to and including revocation of Charter as determined by the Board of Directors. Specific procedures for handling such cases are described in I.C.1.1.5 of the SCCA Operations Manual.

Discussion continued on tiered membership products. It is the desire of the planning committee to receive the tiered product information by February 1, 2012.

Arnold updated the Board on his project list. Auto renewal has been fully implemented and is available to membership online and through mail in membership forms. Multi-year membership is available online and updated statements are being printed with those options.

It was a voluntary year for regions to report race results and they are accepted online. Goal of compiling race results is to provide automation and accurate results. Format for Solo data participation has been finalized and working with the scoring software company to provide the update and change free of charge to the regions. Next step for participant data collection is focused on the worker data. This process will begin in February 2012.

Review of National Convention agenda. It is the desire of the Board of Directors that staff pursue online streaming of the Annual Meeting and Award Banquet as a service to our members. Staff was tasked with then putting segments on various media outlets i.e. YouTube.

The Board requested staff to create a document with brief bios and a photo for all Program Board and BoD members. The purpose of the document is to promote familiarity and it will be shared prior to the convention.

MARKETING/COMMUNICATIONS REPORT

Eric Prill updated the board on the purchase of the three Pace trailers (two for Solo and one for SCCA Pro Racing) which had been on loan from Pace. Pace's bankruptcy filing induced the need for securing the trailers as SCCA property. An update was given on marketing and promotion efforts which are in progress. Haymarket digital issues have been well received; 175 members have chosen to "opt out" of receiving the hard copy of the magazine. A special edition focused on new members will be available sometime in January.

FOUNDATION/RALLY AND SOLO REPORTS

Howard Duncan updated the BoD on the candidates for the SCCA Foundation Board and submitted a recommendation to the

BoD for their approval. There was discussion on a conceptual shift of the Foundation board to a "program management" focus.

RoadRally showed a 20% decrease in participants and events for 2011. Approximately 1200 members participate in RoadRally. Discussion about RoadRally future.

RallyCross showed a decrease in participation but an increase in # of events by 6.5%. Weather related issues required event cancellations. There was a significant increase in participation and attendance at the RX National Championship. Opportunities for program and participation growth reside in the success and willingness of Regions to begin RX programs. The typical RX participant is in a younger demographic compared to our other competition programs. The RXB is working on their development plan and a potential national challenge series to drive participation.

Solo demonstrated an 8.5% decline in participation. Participation numbers from the past 6 years were reviewed and discussed as well as possible solutions. The convention sessions for solo will focus on customer service and operational training.

Duncan reported on the restructuring of the Rally/Solo department.

CLUB RACING REPORT

Discussion of Alternative Driver's school program and suggested streamlined process.

MOTION: to approve the following GCR changes, effective 1/1/2012. Walsh/Merideth PASSED unanimously.

3.3.5 (new Section) Sanctioning for Alternative Driving Schools

SCCA Regions wishing to hold a Driver's School using the Alternative Driving School method need to submit a sanction applications to the National office no less than 10 days prior to holding a school and include the following:

- A. Sanction Application Form
- B. Name of student/s
- C. Name of Instructor
- D. Date of "school" elements (classroom/on-track)
- E. Brief outline of the training components/schedule
- F. Approval letter from one of the following:
 - a. Divisional Chief Driving Instructor
 - b. Divisional Driver Licensing Administrator
 - c. Certified Driving Instructor (list of who is considered Certified to be provided by Divisional Chief Driving Instructors)
 - d. Executive Steward

Appendix B.

1.7 (new Section)

Alternative Driver Schools (GCR Section 3.3.5) are not required to appear on Divisional Schedules, but do need to be sanctioned.

Discussion of the structure of the Time Trials program. It was agreed to use 2012 to look at ways to equip the TTAC with the tools it needs to run a successful program.

Continuous issue of inconsistent tracking of cars and entries and the subsequent impact on insurance recovery. No changes proposed at this time, but the process is under review. Club Racing staff will explore alternative methods of cost assessment for 2013 and provide recommendations to the Board. Purpose is to accurately predict insurance recovery while minimizing negative impact on Region budgets and processes. Efforts will be attempted to provide this information at an earlier date so that the data can be used by the Regions when preparing their annual budgets.

MOTION: to approve the continuation of the tow fund program for 2012. Langlotz/Patullo. PASSED Unanimously.

2011 Runoffs financial recap given. Discussion of 2011 budget which was based on 600 entries. Taking the lower entry into consideration as the 2012 runoffs budget was developed.

Jim Wheeler presented the recommended rule changes from the CRB.

MOTION: to approve the following CRB rule changes. Merideth/Creighton. PASSED Unanimously.

GCR

#6394 – November

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

FM

1. #6353 – November

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 – November

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 – November

Delete 9.1.4.D.1.b in its entirety. [Splitter damage allowance. This should not be a judgment call. Either the rule is met or not.]

STU

1. #6395 (CRB) – November

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 *wagonback/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 – November

In 9.1.4.2.1.2, add at the end of the first paragraph: "*No turbocharged engines with more than 4 cylinders will be classified.*"

Production

1. #5702 – November

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 – November

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.*"

#6278 – November

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 – November

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 – November
In 9.1.7, SSC, Hyundai Tiburon V-6 (03-08), add to Notes: “*Accusump permitted.*”

Touring

T1

1. (multiple letters) – November
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 – November
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 – November
In 9.1.10, T2, Lotus Exige (06), add to Notes: “*Sector 111 Eliminator V3 permitted to replace rear panel.*” [Other items not recommended.]

The Board engaged in an extensive discussion of the 2.5 rule and class alignment.

MOTION: Creighton/Langlotz to instruct the CRB to come up with a plan to deal with low subscription classes, such as STO, for 2013 as part of their alignment strategy. PASSED: 11-2 Opposed: Lewis and Langlotz.

MOTION: Patullo/ Merideth. As part of the plan for the CRB to actively manage classes using spatial planning, it was moved to make STL a provisional national class for 2012 with the ability to participate in the Runoffs in STU as proposed by the CRB. PASSED 9 for, 3 opposed Creighton, Langlotz, Lewis and 1 abstain Wannarka.

MOTION: Creighton/Patullo to add “that has been” to the sentence in 9.3.20.C.2 (Driver’s Safety Equipment, Required Equipment) as shown below. PASSED unanimously.

“Effective 1/1/12 the use of a head and neck restraint system *that has been* 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.”

MOTION: Lybarger/Patullo. To waive section B.1.1.2.A and hold only 5 National races in CenDiv for the 2012 season. PASSED unanimously.

Planning committee presented some suggested improvements for the Staff to consider to the Runoffs: shorten schedule (require drivers to be there no more than 4 days), consider annual venue rotation, and explore alternative financial models with tracks.

Discussion of options for 2012 Runoffs Qualifications to reward participation, even for those who are unable to meet outside points requirements.

MOTION: Butler/Creighton. An alternate qualification method shall be added to the 2011 qualification options which carry over to 2012. Eight national finishes (regardless of position) shall qualify a competitor for the Runoffs. PASSED – Unanimously.

Presentation by Planning Committee for a “Majors” program. The “Majors” program was developed to focus on new opportunities for classes within a geographic area designed to cluster competition. For 2012 the pilot program will hold events in the following Divisions: Midwest, Rocky Mountain and Southwest.

MOTION: Lybarger/Merideth. To approve the plan as presented by the Planning Committee for the Majors Program for 2012 with the following changes to the GCR 3.1.1.e and 3.1.4.A In 2012, the VP of Club Racing with approval of the Chairmen of the Board of Directors, BoD Planning Committee, CRB and Stewards, may alter the GCR requirements for the conducting of an event as needed to support the Majors Pilot Program in MW, SW and RM Divisions. PASSED unanimously.

Kephart, on behalf of the Planning Committee, thanks outgoing directors Gordy and Merideth for their support, commitment and contributions to the development of the Majors Plan while serving on the Committee.

MOTION: to accept proposed RX rule changes. Butler/Gordy. PASSED unanimously.

1. 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 Two Front Wheel Drive (M2F)

Modified Rear Wheel Drive (MR)

Modified All Wheel Drive (M4A)

2. 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.

3. Changes to 6.3.G:

6.3.G. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. 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. 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.

4. Require catalytic converters in Rally Prepared Category:

6.2.D.21. 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.

5. Allow replacement of radiators in Rally Prepared Category:

6.2.D.22. 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.

6. Add section to 6.3 Vehicle/Driver Safety:

6.3.Q. All vehicles must have adequate operable forward lighting to participate in night or low light events.

7. Update helmet regulations:

6.3.P. Snell 1995 (SA95, M95, or K98) or newer labeled helmets are approved for use. This is a minimum standards for use in RallyCross, other approved helmets are:

1. British Standards: BS 6658-85 type A/FR, including all amendments.

2. SFI Foundation, Inc; SFI Spec 31.1

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.

8. 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.

9. 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. ...

Club Racing reported on options for class-wide compliance program as requested by the BoD at their October meeting. Tech is a core competency for SCCA, and discussion continued over implementation of a program that would be fair and equitable. No decision was reached at this time

MOTION: to approve the TTAC Rules as presented. Lybarger/Langlotz. PASSED Unanimously.

Explanations are highlighted

Additions shown in Blue

Deletions shown in Red

Multiple edits to replace references to competitors with participants to reflect the non-competition basis of the Level 1 program

Flag rules - updated to reflect current GCR wording with additional TT specific clarifications as required

4.X.3. FLAGS

The following flags may be used at Time Trials events:

RED FLAG (SOLID RED)

Displayed at each station and on the Starter's stand – EXTREME DANGER – THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the race track (preferably before and within sight of a staffed station or where specified in the event Supplemental Regulations). When released by an official, proceed cautiously to the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop.

NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

GREEN FLAG (SOLID GREEN)

When displayed, the green flag indicates that the course is clear, and the event is underway. The green flag is ordinarily shown only by the Starter.

YELLOW FLAG (SOLID YELLOW)

STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.

WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.

NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

BLUE FLAG (BLUE WITH DIAGONAL YELLOW STRIPE)

Another competitor is following very closely or is trying to overtake. This flag may be displayed standing or waving, depending upon the speed differential.

SURFACE CONDITION (YELLOW WITH VERTICAL RED STRIPES)

Take care. A slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.

WHITE FLAG (SOLID WHITE)

Caution and take care for a slow moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for 2 flag stations prior to the vehicle in question. In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day to indicate the location of the flagging stations.

BLACK FLAG (SOLID BLACK)

CLOSED BLACK FLAG (Furled) – Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG.

OPEN BLACK – Displayed from the Starter's stand with a number board indicating the car number: Proceed directly to the pits and the location designated by the Chief Steward or event Supplemental Regulations for consultation with Officials. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing, and proceed directly and immediately to the pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course.

NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

MECHANICAL BLACK FLAG (BLACK WITH ORANGE BALL)

Displayed from the Starter's stand with a number board indicating the car number. There is a mechanical problem with the car. Proceed directly to your pit or the location designated by the Chief Steward or event Supplemental Regulations. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

CHECKERED FLAG (BLACK AND WHITE CHECKS)

Displayed at Finish to indicate that the session is finished. Continue cautiously to the pits.

This flag is optional with the Event Steward and may be replaced by a prominent sign, preferably a banner across the course, indicating the finish line.

RED – Clear the circuit for emergency vehicle traffic by stopping off course TO THE RIGHT or AS FAR TO THE RIGHT AS CIRCUMSTANCES PERMIT. Stay in car with safety equipment on, do not move until directed by a worker or official.

GREEN – When displayed, the green flag indicates that the course is clear.

~~**YELLOW** – Take Care, Danger, Slow Down, No-Passing. Waved – Great Danger, Slow Down, Be Prepared To Stop, No-Passing.~~

~~**YELLOW WITH VERTICAL RED STRIPES** – Take care. A condition exists on the road which cannot be corrected in a reasonable time during which competition is halted.~~

~~**BLACK** – Return to the Pits immediately and see an Official for instructions.~~

~~**BLACK WITH ORANGE DOT (MEATBALL)** – You appear to have a mechanical problem. Continue offline and cautiously proceed back to the Pits.~~

~~**CHECKERED** – You have completed your run. Slow and pull off the course into the assigned area. This flag is optional with the Event Steward and may be replaced by a prominent sign, preferably a banner across the course, indicating the finish line.~~

~~Additionally, at events where passing is permitted, the following flag may be used:~~

~~**BLUE WITH DIAGONAL YELLOW STRIPE (Motionless)** – Another driver is following you, you should give way at the next designated passing zone by moving to the right, signaling and slowing down as necessary. All designated passing zones shall be clearly marked on both ends by rubber cones. Clear hand signals shall be given by the overtaken driver and no pass by an overtaking driver shall be attempted without a signal. Overtaking drivers should be allowed to pass at the first passing zone. The driver being overtaken must take action as defined by the event officials to allow a safe pass before the end of the passing zone. Good judgment by the driver being overtaken is required so that a passing flag should not be required for the overtaking driver to be allowed to pass. Passing flags shall be obeyed. The designated passing zones shall be specified at the mandatory drivers' meeting.~~

Passing Rules – Clarified to ensure the overtaken stays on line

3.X.3.J Refrain from passing unless given a point-by in a designated passing area. The overtaking car is responsible for safely moving around the car being overtaken after being given a point by.

3.X.3.K Be aware of other drivers and use point-by techniques to yield to faster cars. The car being overtaken shall hold their position while being passed.

Participation Logbooks - Clarification on the use of the TT participation Logbook

3.2.3.C Present a TT Participation Log Book at events. For first time students, Participation Log Books will be available at registration. All students must present the TT Participation Log Book at registration and it will be returned with any notations at the end of the event. Students with Time Trials Competition Licenses or higher are not required to present TT Participating Log Books for notation so long as their SCCA membership and License are current.

7.3. TIME TRIALS PARTICIPATION LOG BOOKS

Time Trial Participation Log Books and/or Time Trial Competition Licenses may be used as documentation of on-track experience that may gain credit towards an SCCA Club Racing Competition License at the discretion of the SCCA Drivers School Chief Steward.

Observers Reports – Clarification to paperwork to be submitted and who should be copied

6.12 The organizing region will send Official Race Results Observers Report to the National Office and TT Divisional Program Manager within ten (10) days of the event.

AERODYNAMIC SKIRTS - (Applies to Levels 2,3,4) Clarification to exceptions for use of aerodynamic skirts

10.11 Aerodynamic skirts are prohibited in Time Trials competition events except for in the Specials class where moveable side skirts are allowed or as where allowed by Regional classes defined by Supplemental Regulations.

Level 4 Only

Reference to Spec Books – Remove reference to classes not allowed in PDX

1.1.4 The TTR shall not be given a strained or tortured interpretation and shall be applied in a logical manner, keeping in mind that it cannot specifically cover all possible situations. The word “shall” (either positive “shall” or negative “shall not”) is mandatory. The word “may” is permissive. If there is a conflict between the TTR and a Specification Book (PCS, GTCS, TCS, SSS, ITCS, SRCS, FCS) the Time Trials Rules has precedence over the Specification Book. If an item is not addressed in the Specification Book then the item is controlled by the TTR.

Minor Passengers – Allowance to permit minors to ride in a vehicle as a means to promote additional interest and gain new members

3.1.5.E.5 With the approval of the TT Chief Driving Instructor or TT Chief Steward, minors, aged 16 and over, may ride with an instructor or their parent, or legal guardian, who is approved to drive without an instructor. All other requirements for passengers must be met.

Vehicle Inspection – Remove reference to items only allowed on formula cars which are not allowed in PDX

9.2.1.F Hood and Engine Compartment - Shall be securely fastened. Battery shall be securely mounted with positive terminal covered. Throttle return shall be consistent and positive (more than one spring must be used for redundancy).

9.2.1.I Lights - Brake lights on cars so equipped and taillights on Formula cars shall operate properly.

Restraints – (Levels 1 & 2) Clarifications for use of OEM restraints in unmodified cars and 2” harnesses for participants with H&N devices

10.8. REQUIRED DRIVER SAFETY EQUIPMENT

Please note that for PDX (Level 1) events, the following guidelines apply for restraint systems - All cars that are required to install roll bars must comply with Section 12 of the TTR. Cars equipped with that choose to install a roll bar may use stock restraint systems, provided that the roll bar does not interfere with the function of the system in any way, or restraint harness per Section 12 of the TTR.

12 All drivers in PDX (Level 1) events may utilize factory/OEM restraints or a restraint harness meeting the specifications of section 12.1 in lieu of the factory/OEM restraints.

12.1.1 a four point restraint system, for use in enclosed automobiles only, may be employed where the driver is seated in an upright position. Only 4 point restraints that incorporate a manufacturer designed method for prevention of submarining may be used. Five, six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position. ~~Open or convertible cars in pdx (level 1) or club trials (level 2) events shall adhere to the restraint requirements for track trials (level 3) and hillclimb (level 4) events:~~

12.1.9 ~~FIA-c~~ Certified nominal 2-inch shoulder harnesses are allowed when ~~the HANS®~~ a head and neck restraint system meeting SFI 38.1 or FIA 8858 device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the ~~HANS®~~ head and neck restraint device, the nominal 3-inch shoulder harnesses is required. ~~The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.1.7.B:~~

Level 2 – CT

Street Legal Definition – Added to clarify meaning of Street Legal as referenced elsewhere in the TTR

2.18. STREET LEGAL

A car that meets local requirements for inspection (if applicable) and the car has CURRENT and VALID license and registration. 3.2.3.E Drive a vehicle which meets the inspection required in TTR Section 9. Proof of current Annual Tech Inspection in Time Trials or Club Racing shall meet these requirements. Window net and arm restraint requirements are waived for cars that meet the definition of street legal. Roll bar requirements are listed in TTR Section 11.

Official – Correction to formatting and clarification to which types of stations may be manned by drivers

3.2.4. OFFICIALS AND WORKERS

The following Officials and Workers are required at events as a minimum.

- B. Workers to man each flag or observation station. ~~There should also be a~~
- C. At least one pit worker (in addition to a flagger if present at the pits) to direct drivers on course and communicate with drivers in the pits.
- D. Drivers may be used to man ~~these~~ flag, observation and pit stations when not on track.

Roll Bar – correction to align with Level 1 as previously intended

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 bar/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle 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. 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.

Level 3 (Track Trials) & 4 (Hillclimbs)

Novice Permits – Clarification of Novice Permit collection and use

~~3.2.G TT Novice Permits must be collected at Registration. They will be available from the TT Chief Steward (or designee) at the end of the event. The Chief Driving Instructor must collect all Participation Log Books prior to the start of the event. It is recommended that this be done at a Novice meeting. The Chief Driving Instructor will return the endorsed logs at the conclusion of the event (a group or individual debriefing is recommended).~~

Physical Requirements – Align to GCR requirements for frequency

7.3.1 Every applicant for a Competition License or Permit shall submit a completed physical examination on the SCCA form to the National Office. The examination date shall be no more than three (3) months prior to the date of application. A current physical examination form must be submitted every five (5) years for applicant's ages 16-39~~5~~; every three (3) years for applicants ages 40-49; every two (2) years for applicants ages ~~5036-569~~; and every year for applicants age ~~sevensixty~~ plus (760+). A member shall maintain continuous membership and license for physical examination form to be valid.

Inspection – Clarification to annual period and update to throttle return spring language

9.1 A full and complete Technical and Safety Inspection shall be performed by a Licensed TT Tech Inspector (Official/Specialist) on each car ~~once a year within the prior 12 months before competition. The year shall be defined as the calendar year.~~ If the car passes Tech, the logbook shall be stamped with the "official" inspection stamp (if used), dated, and signed. Annual Tech may be performed in December of the preceding year.

9.2.1.H Hood and Engine Compartment - Shall be securely fastened. Battery shall be securely mounted with positive terminal covered. Throttle return shall be consistent and positive (~~more than one spring must be used for redundancy~~).

Roll Cage Numbering – Clarification to numbering scheme

10.3.6.B ~~The first two letters shall digit(s) corresponding shall correspond~~ to the issuing Division's ~~region's~~ identity and number shall be separated from the balance of the ~~numbers (3 digits +) characters~~ by a dash (-). This will be followed by a three (3) digit consecutively numbered serial number. This will be followed by another dash (-) and ~~it is highly recommended that the serial number be followed by another dash and~~ the issuing Region Identification Number ~~so to eliminate duplication and for vehicle history purposes~~. This would enable tracing of an identity number to the Division and specific Region of issue. Example: NP-XXX-101 would show that the serial number was issued in the Northern Pacific Division (NP) and by the Reno Region (101).

Helmets – Change to acceptable Snell dating – Aligns with GCR

10.20.2 Crash helmets approved by the Snell Foundation with Snell sticker 2005~~0~~ or later Special Application (SA05~~0~~), or by the

SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced. NOTE: Snell M rating is not allowed for Track Trials (Level 3) and Hillclimb (Level 4) events. The back of each driver's helmet should be labeled with a minimum of the driver's name. The use of a head and neck support system is highly recommended. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed.

Harness – Clarifications regarding acceptable use of 2" belts and SFI / FIA specifications

12.1.1 A five point system, for use in automobiles where the driver is seated in an upright position, consists of a nominal two (2) three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. A Five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

12.1.2 A six or seven point system, recommended for use in all automobiles, consists of a nominal two (2) or three (3) inch seat belt or an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed), approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.

12.1.10 FIA-e Certified nominal 2-inch shoulder harnesses are allowed when ~~the HANS@ device a head and neck device system meeting SFI 38.1 or FIA 8858~~ is used by the driver. ~~SFI 2-inch shoulder harnesses are not currently allowed.~~ Should the driver, at anytime not utilize the ~~HANS@ device head and neck restraint system~~, then 3-inch shoulder harnesses is required. ~~The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.2.8.B.~~

Discussion on the COA Reporting structure.

MOTION: to table discussion for COA and Stewards programs until Feb 2012 board meeting. Patullo/Kephart.
PASSED 12-0-1 Merideth abstained.

Chairman Wannarka highlighted some of the many contributions made by RJ Gordy and Marcus Merideth while serving on the Board and thanked them for the many hours they dedicated to the Club while serving on numerous committees and boards.

MOTION: to adjourn Jones/Kephart. PASSED Unanimously.

The 2012 Board of Directors convened immediately following to install officers, approve program board appointments and determine their 2012 meeting schedule.

Steve Harris, Area 4 Director and Brian McCarthy, Area 9 Director were welcomed by their colleagues to the 2012 SCCA, Inc. Board of Directors.

Election of officers followed with the results as follows: Chairman, Wannarka; Vice Chairman, Noble; Treasurer, Lewis; Vice Treasurer, Walsh and Secretary, Butler. Jones was added as the 5th member to the Executive Committee.

The following program board appointments were approved.

Club Racing Board

Chairman, Jim Wheeler; Members: Jim Drago, Chris Albin, Mirl Swan, Tom Start, Peter Keane and Fred Clark

Executive Stewards

Central, Joanne Jensen; Great Lakes, Jim Green; Midwest, Ken Patterson; NorPac, Gary Meeker; NE, Earl Hurlbut; RM Gloria Dickerson; SoPac, Barbara Knox; SW, Tom Brown.

Time Trials Advisory Committee

Chair, Tony Machi; Members: Jerry Cabe, Chuck DePro, Dave DeBorde, Matt Rowe, Josh Hadler, Joe Olivera, Roy Mallory, Dr. Kent Carter.

Court of Appeals

Chair, Mike West; Tom Hoffman, Jack Marr, Rick Mitchell, Jeff Niess and Sue Roethel as secretary.

Solo Events Board

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

Divisional Solo Stewards

Todd Farris, SW; Robert Lewis, SE; Steve Garnjobst, Central ; Tom Berry, SoPac; Keith Brown, NorPac; David Newman, NE; Lindsay Wilson, RM; Donna Hill, MW; Scott Hearne, GL.

Solo Safety Committee

Chair, Kathy Barnes; John Lieberman, SW; Arouch Poonsapaya, Central; Brian Robertson, SoPac; Cal Craner, RM; Jan Rick, MW; Bruce Bellom, NE.

RoadRally Board

Chair, James Wakemen, Jr.; Rich Bireta; Jeanne English, Sasha Lanz, Eva Ames, Clarence Westberg, Charles Hanson

Divisional RoadRally Stewards

Bob Ricker, SE; Larry Scholnick, SoPac; Mike Bennett, GL; Mike Thompson, Central; Steve McKelvie, NE; Rich Bireta, MW; Lindsay Wilson, RM; Sasha Lanz, SW.

RallyCross Board

Chair, Ken Cashion; Ron Foley, Brent Blakely, Karl Sealander; Warren Elliott, Stephen Hyatt, Bob Ricker.

Divisional RallyCross Stewards

Richard Miller, SW; Z.B. Lorenc, GL; Brent Carlson, Central; Jerry Doctor, MW; Scott Beliveau, NE; Paul Eklund, NorPac; Aaron Miller, RM; Charles Wright, SE; Jayson Woodruff, SoPac.

Meeting dates approved for 2012

February 29-March 3

May dates to be determine at a later time

August 6 Conference Call

October 11-13

November 29-December 1

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 6, 2011

The Club Racing Board met by teleconference on December 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; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Peter Keane and Mirl Swan, 2012 CRB members; Pam Richardson, 2012 CRB Secretary. 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. #6539 (R J Gordy) Helmet Cameras
In 9.3.12, delete the last sentence: "~~Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.~~" [This would permit helmet mounted cameras if judged safely mounted by scrutineers.]

SUPER TOURING

STO

1. #6665 (David Pintaric) Wheel Size Options Viper ACR-X
In 9.1.4.1, STO, permit stock, factory OEM wheels on Dodge Vipers.

PRODUCTION

1. #6467 (Ted Heinritz) fitting alternate gearbox
In 9.1.5.E.1.n.4 and 9.1.5.E.2.n.4, change as follows: "*For rear wheel drive cars, the transmission tunnel and tunnel cover can be altered to allow the installation of an alternate **transmission** and/or **drive shaft**. For front wheel drive cars, the **body, unibody, frame, suspension crossmembers/subframes and their components may be altered to the extent required to allow the installation of an alternate transmission, transaxle and/or drive shaft.***"

HP

1. #6570 (Curtis Wood) 7" wheel width request for Hprod Alfa Romeo
In 9.1.5, HP, Alfa Romeo Giulietta Sprint & Spider, 750 & 101, Normale (Spider) & Veloce (Super Spider), change track to *55.6 front and 54.6 rear* and wheel size to *15x7*.
2. #6778 (CRB) Corolla brakes
In 9.1.5, HP, Toyota Corolla (71-74), add to Brakes Alt.: mm/(in.): "*(F) 10.0 Solid Disc Rotors and Calipers from 73 Corona*".

SPEC MIATA

1. #6861 (CRB) Undercoating removal
In 9.1.8.C.8.e, change as follows: "Carpets, center consoles, cargo bins, seat belts, floor mat, firewall insulation/blanket, *sound deadener patches, undercoating*, radio system, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed. 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."

TOURING

T1

1. #6552 (Rob May) Allow T1 05-07 Porsche 911 Carrera S same specs as 996 in T2
In 9.1.10, T1, Porsche 911 Carrera S (05-07), add to Notes: "*Transmission coolers are free. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Spring rates are free. Sway bar size & configuration is free. Removal of rotor dust shields is allowed. Spoilers & bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport rear control arms allowed.*" [These are the same allowances as the T2 Porsche 911 / 996 (98-05).]

T2

1. #6644 (Cheyne Daggett) Adjustments to the classification in T2 from T3
In 9.1.10, T2, Ford Mustang V6 2011-2012, change as follows: Max Wheel Size: from ~~18 x 8 (F&R)~~ to *18 x 10 (F&R)*, Tire Size: from ~~245 (max) (F&R)~~ to *295/35 (max) (F&R)*, Final Drive: from ~~3.34~~ to *3.55*. Add to Notes: "*Ford Spring Kit - M-5300-A (M-5310-A Front, M-5560-A Rear) permitted.*"

T3

1. #6500 (Jim Leithauser) Competition adjustment
In 9.1.10, T3, BMW Z4 3.0si Coupe (07-08), change weight from 3500 to 3400 and add to Notes: "*May use H&R springs: front RF160090, rear RF160100; rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm, at 3500 lbs.*"
2. #6563 (David Mead) Request alternate springs T3 Mustang
In 9.1.10, T3, Ford Mustang GT (01-04) incl. Bullitt (2001), add to Notes: "*H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) permitted at 3400 lbs and tire size 245.*"

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

F600

The BoD did not approve a re-write of the rules for the regional F600 class. The new rule set would have changed the class from its original structure, which was seen as an alternative power train for the F500 class. The BoD feels that there is not enough differentiation between existing classes and the proposed new class.

The BoD did recognize that the F600 power train may be a viable alternative for F500 sometime in the future. If F600s are built and raced in sufficient numbers, with F500 style chassis only modified with a longer wheelbase to accept the F600 drive train, and it is demonstrated that their performance can be adjusted on a par with the F500 cars, a future merger of the classes may be possible. The CRB plans to submit to a rule set to the BoD for an F600 regional class that is close to the existing F500 rule set.

FC, FF, FV, FST

To help simplify the homologation process for competitors, encourage participation, and be consistent with the system implemented for CSR and DSR homologations, effective 1/1/12 the following procedures will be added:

- Any approved Formula Continental homologation will automatically receive a Formula Ford homologation, and vice versa.
- Any approved Formula Vee homologation will automatically receive a Formula First homologation, and vice versa.

Existing homologation certificates may be updated with the additional class for a \$25 processing and shipping fee. Contact Ryan Miles at rmiles@scca.com.

NOT APPROVED BY THE CRB

GCR

1. #6646 (Darwin Felix) Make the full CRB Submission Letter public on CRB website
The CRB does not consider this appropriate because details of communications by members is considered private.

FORMULA

FC

1. #6509 (Nathan Ulrich) Clarification of front impact attenuation rules
The Formula and Sports Racing advisory committee considered your suggested wording changes and does not see these clarifications as necessary.

FF

1. #6370 (CRB) Allow alternative/open clutch for Fit engine
At this time, the reported number of failures is minimal and does not indicate a need for an alternate clutch. We will reconsider this proposal in the future if the reported failure rate increases. Thank you for your input and please help keep us informed of the known failures.

GRAND TOURING

GT3

1. #6349 (Michael Cyphert) Make alt. spec. for Nissan 2.4 3-valve engine permanent.
The Nissan KA24 3V competitors have had adequate time to convert to an SIR. The SIR will be required as of 1/1/2013.
2. #6385 (Bob Coffin) Reduce Corvair weight to correct 2225 lbs
The engine displacement of this car is among the largest in class. In the GT3 restructuring, this classification was given a choke restriction rather than SIR because of manifold difficulties. The weight differential compared to cars using SIRs is

correct.

3. #6387 (Bob Coffin) Add Zenith 3bbl carbs to spec line
There is no demonstrated need for additional carburetor types. The performance potential of the requested carburetor is unknown.

GTL

1. #6430 (Bob Coffin) Add 18RG engine to GTL Toyota engine list
The requested engine was not available in any car sold in the USA.

SUPER TOURING

STU

1. #6579 (Marty Grand) STU, do not make blanket policy..treat every car Individually
Thank you for your input. The chart for weights for STU cars is adequate for classification.
2. #6307 (Michael Pettiford) Allow the Solstice a Bigger Turbo Charger
STO may permit upgraded turbos upon request.
3. #6580 (Marty Grand) add weight to the Gulf BMW M3
We will continue to monitor the performance of this car.
4. #6612 (Peter Lier) STU Allow Alt heads
Thank you for your input. Alternate heads are not within the class philosophy.

PRODUCTION

EP

1. #6564 (Steve Hickham) equal weight to H.P. ratio
Competition adjustments were just made to cars in this class and the performance of those cars and other cars in class will continue to be monitored.
2. #6711 (Charles Coker) Allow Alternate Calipers for Porsche 356
Normally alternate calipers are allowed only if the stock calipers are no longer available or if the design is so unusual that brake pads are not reasonably available (including by reworking a pad made for another caliper).

FP

1. #6653 (Gary Johnson) alternate carbs. Prep level 2 Jensen Healey in FP
The competitor is encouraged to campaign this car so the advisory committee can continue to monitor its performance.

HP

1. #6604 (Andrew Wright) optional carburetion HP Lotus 7
The manifold in question is reasonably available.

AMERICAN SEDAN

1. #6517 (Edward Hosni) Rules rewrite 9c.: Headlight removal covers
Thank you for your input. The rule is sufficient as written.

SHOWROOM STOCK

SSC

1. #6447 (Jim Ebben) Reduce the weight of the Ford Focus SVT by 100 pounds.
This car is competitive as classed.
2. #6671 (Mark McCaughey) Restore process weight to Toyota Celica GTS
Thank you for your input. This car is competitive as classed.
3. #6672 (Mark McCaughey) Remove 50lbs from Celica GT
This car is classified properly.
4. #6674 (Mark McCaughey) Revise weight 00-05 Eclipse GT
This car is classified properly.
5. #6676 (Thomas McCaughey) Mazda MX-5 weight
Classification of vehicles in SSC is not based directly on SSB specifications.

SPEC MIATA

1. #6635 (Harry Manning) Engine head to be decked/milled to achieve the factory CR
The rule is fine as written. Thank you for your repeated input.

SPORTS RACING

CSR

1. #6538 (Carl Liebich) 2nd look at raising 2cycle displacement
Although Jason Miller's performance at the Runoffs was competitive it was not indicative of an "overdog" and the Formula and Sports Racing advisory committee considers the approved increase to be warranted. The 2 cycle performance will be monitored and if an "overdog" has been created it will be addressed. Thank you for your input and please help us watch the performance in the future.

TOURING

T1

1. #6645 (Cheyne Daggett) Add the 2011/12 Mustang V6 to the Spec Line
Existing dual class choices for this car are sufficient.
2. #6682 (Marty Grand) Dual class the Evo in T1 form to go along with current T2 form
Not within class philosophy.
3. #6708 (Adam Vanda) Add Headers to exhaust system. C6 LS2
The T1 class is being reviewed.

T2

1. #6697 (Marty Grand) Wheel size EVO
This car is competitive as classified.
2. #6698 (Marty Grand) T2 Brakes EVO
This car is competitive as classified.

T3

1. #6457 (Cheyne Daggett) Replacement Front Control Arm Bushings
Not within class philosophy.
2. #6458 (Cheyne Daggett) Reduce Weight V6 MUSTANG
This car is *well* under process weight.
3. #6680 (Chad Gilsinger) Move 2010-2012 Acura TL SH-AWD from T2 to T3
This car has too much performance potential for T3.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #5661/#5662/#5705 (Carla Heath/Lorrie Gaunt-Wandell/JoAnne Jensen) John McGill Award nomination
Thank you for your nominations.
2. #6462 (JoAnne Jensen) Candidate for Jim Fitzgerald Rookie of the Year
Thank you for your nomination.
3. #6760 (Jeff Jorgenson) New submission page is a bad idea
The current letter submission system has been in place for two years. Prior to its creation, member emails were copied and converted to PDF format and sent to each member of the CRB and the various advisory committees; agendas were generated by a staff member. The next system was one of private forums into which the emails were entered; agendas were still generated by a staff member. The current letter submission system is handled with a minimum of staff intervention and automatic tracking emails are sent to the submitter to inform of its current place in the system. This system has increased overall productivity of the advisory committees and the CRB. Unlike the previous systems, letters are almost never "lost" through clerical error. All letters are archived for future reference.

Creating a submission with the letter system takes little or no more effort than sending an email. Yours is the first complaint we have had about this system in the two years it has been in use.

GRAND TOURING

GT2

1. #6445 (Rick Henschel) Verify the specs for the Porsche Cup cars
All requested specifications are listed in the factory Porsche GT3 Cup parts/Service manual or on car's spec line.
 - gear sets allowed? Per spec line Notes.
 - overbore allowed? No
 - allowed stroke? Per spec line
 - allowed tire, brand, size? Free; Free; Per spec line
 - ride height? Per Factory Porsche GT3 Cup parts/Service Manual.
 - body mods, if any? Per spec line
 - brake mods? None, except brake pads are free; see spec line

SUPER TOURING

STU

1. #6615 (Dale Shoemaker) Turbo for STU Miata
Exhaust manifolds are open.

STL

1. #6609 (David Mead) STL needs National status
Thank you for your support. This has been approved.
2. #6815 (Gregg Ginsberg) Do not give STL National status *yet*
Thank you for your input.

PRODUCTION

1. #6257 (Jim Creighton) Flares vs. spoilers; splitters
The rule is clear as written.
2. #6441 (Jim Creighton) Clarify Items from the 2011 Runoffs
These items were addressed in the December Fastrack and have been approved by the BoD.

EP

1. #6684 (Guy Marvin) Classification Nissan Z Cars
Classification of cars in production is not based on serial numbers. If the same chassis came with engines of different displacements then, if both engines are classed, they can be run in the shared chassis. For these two cars no years are listed in the spec lines.

FP

1. #6713 (Charles Coker) Allow the Porsche 356 to use a Twin Plug Ignition System
If the twin plug head was available on the base model of this car, it may be used. If not, this request is contrary to class philosophy.

AMERICAN SEDAN

1. #6207 (Scott Sanda) Clutch and Flywheel
Thank you for your input. Clutch and flywheel options will be part of the discussion for incorporating a complete set of Limited Preparation rules within the American Sedan rules for 2013.

SHOWROOM STOCK

SSC

1. #6595 (Tom McCaughey) SSC Toyota Celica GTS information
Thank you for your input.
2. #6675 (Thomas McCaughey) Reclassify to SSC (miata)
See letter #6744 in Technical Bulletin 12-01.

TOURING

T1

1. #6642 (Jason Berkeley) Do Not Proceed with Restrictors for C6 LS3
Thank you for your input.
2. #6643 (William Brinkop) Proposed allowance of polyurethane or delrin bushing
Thank you for your support.

3. #6651 (Rob Bodle) Non-Seam welded FR500C
The engine in this car is not classified in T1. See letter #6562 in Technical Bulletin 12-01 for STO classification.
4. #6696 (Jason Berkeley) Additional Info (Video) Supporting No Restrictor Plate for C6 LS3
Thank you for the data.

T3

1. #6471 (Rob Piekarczyk Piekarczyk) Reclassify 2005 - 1010 Mustang GT
See letter #6470.
2. #6557 (Carolyn Kujala) moving of T3 cars into different classes
Thank you for your input. Please submit specific recommendations any for reclassification.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2011

NUMBER: TB 12-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

None.

Formula

FA

- #6381 (Kevin Kloefer) FA Wing Manufacturer allowance

In 9.1.1.A, Table 2, Swift 016, Notes, change the wing requirements as follows: "Wings: The wings and end plates may not be changed. ~~The wings must have a Swift label visible on each wing showing the following part numbers: front wing (part no. 01612-0010), front flaps (part no. 01612-1021LorR), lower element, rear wing (part no. 01613-0010), and upper element, rear wing (part no. 01613-0013).~~ All wings must conform to the wing angles and dimensions specified in the Appendix A illustrations provided by Swift Engineering. *Wings and endplates may be exact copies of the original Swift components. Contact the SCCA Technical Services department for copies of the wing profiles and end plate templates.*"

Grand Touring

GT2

#5743 (Ken Muth) Weight for vg 33 Engine - classify VG33 2v

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
VG33	SOHC	81.5 x 83.0	3275	Alum, Crossflow	2	40mm chokes or 37mm SIR	2230	

Improved Touring

None.

Super Touring

ST

- #5943 (CRB) Strike Jetta TDI Cup

In 9.1.4.B, delete, "~~Cars eligible for the SCCA Pro Racing VW TDI Cup series using the current Pro Racing Rules may run in STU, except that any DOT tire is permitted and a head and neck restraint is optional until 2012. Competitors must have a copy of the current rules in their possession.~~" [These cars are unavailable.]

- #6681 (CRB) Rules Verbiage Clarification - Transmissions

In 9.1.4.M.3, delete "~~Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 400 lbs.~~"

In 9.1.4.1.F.2, change as follows: "Transmissions and ratios are free. Forward gears are limited to six speeds. *Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.*"

9.1.4.2.E.3, change as follows: "Transmissions and ratios are free. Forward gears are limited to six speeds. *Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.*"

STO

- #6348 (CRB) Clarify GM and Dodge Viper engine classifications.

In 9.1.4.1.J, delete all current GM and Dodge Viper car spec lines and replace with the single entries below. There were inconsistencies in the way a single engine was treated in different chassis. Any listed chassis may run with any listed engine, subject to intake restrictions and the notes for each engine or chassis.

Cadillac CTS/CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird Pontiac GTO Pontiac Solstice		1998	3000		GM Ecotec LNF. Alternate Turbo permitted.
		5000 4999	2500		GM V-8 engines with OEM specs 3.735" bore x 3.4803" stroke.
		5733	2950		GM V-8 engines with OEM specs 4.00" bore x 3.75" stroke; e.g., LT1, LT4, L98, etc
		383-ci 6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
		5700 5665	2950		GM LS1, LS6
		6000 5967	3240		GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
		6200 6162	3110		Stock OEM LS3. 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.
		6200 6162	3350		GM LS3
		7000 7011	3300	75mm flat plate or 45mm SIR	GM LS7
		7000 7011	3500	80mm flat plate	GM LS7
					Chassis-specific notes: Camaro/Firebird: Aftermarket K members are permitted. Corvette: The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal piece <i>panel</i> running between the A-pillars.

Dodge Viper, incl Comp Coupe, ACR/ACR-X		7990	3300	(2) 65mm flat plates	
		8000	3300	(2) 65mm flat plates	
		8300	3300	(2) 55mm flat plates	
		8400	3400	(2) 55mm flat plates	
		8400	3400	(2) 60mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.
					Chassis-specific Notes: OEM fuel tank may be used.

- #6562/#6719 (David Mead/Mike Canney) 5.0 coyote engine in Mustang
In 9.1.4.1.J, add the following:
/Ford 5.0L "Cammer" engine/5000/3000//

/Ford 5.0L "Coyote" engine/5000/3000// "Boss" intake manifold required
- #6678 (David Mead) classify Mustang 4.0 V6 (max) w S/C
In 9.1.4.1.J, add the following: */Ford 4.0L V6/4000/2800//Rotrex C38-81 supercharger permitted./*

STU

- #6816 (Greg Amy) Modify compression ratio language to accommodate diesel engines.
In 9.1.4.2.D.4, change as follows: "Compression ratio *on spark-ignition engines* is limited to 12.0:1. *Compression ratio on compression-ignition engines is unrestricted.*" [This accommodates diesel engines.]
- #6837 (Peter Keane) Allow Turbo CLK Mercedes
In 9.1.4.2.I, table A, add the following: */Mercedes CLK/2300/3200//Precision turbo model 5557 allowed with 37mm TIR restrictor. Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift./*

STL

- #6700 (Greg Amy) Clarify APR GTC-200 Wing Allowance
In 9.1.4.2.B.2.f and 9.1.4.3.B.2.f, clarify as follows: "APR **P**performance wing GTC-200 "**SCCA Spec**" wing, part #AS-104801, variable cord length (8.75" Inner/6.75" Outer), **48" span, 9.5" long end plates**, is permitted. **Wing must comply with class maximum assembly width regulations.**"

Production

EP

- #6591 (Jason Isley) Class B15 (02'-06') Sentra in EP
In 9.1.5, EP, add the following:

EP	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.)
<i>Nissan Sentra SER Spec V (2002-2006)</i>	2	2400 * 2460 ** 2520	4 Cyl. DOHC	80 x 100	2488	Iron	Alum	(I) 35.8 (E) 30.8	Fuel injection	2535/99.8	61.9 / 61.2

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Nissan Sentra SER Spec V (2002-2006)</i>	18 x 8	6	(F) 305 (R) 278		Comp. Ratio limited to 10.0:1, Valve lift limited to .500".

- #6606 (Kevin Ruck) Remove OEM spoiler ban
In 9.1.5, EP, Honda S2000 (00-03), Honda Prelude Si and Mazda RX-7 (13B) (86-91), Notes, delete "~~OEM or aftermarket rear spoiler not permitted.~~" [Spoilers are permitted as long as they came on the base model of any classified car or are listed on the car's spec line.]

- #6608 (Kevin Ruck) Classify the 04-08 Acura TSX in EP
In 9.1.5, EP, add the following:

EP	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.)
<i>Acura TSX (2004-2008)</i>	2	2450 * 2511 ** 2573	4 Cyl. DOHC	87 x 99	2354	Alum	Alum	(I) 36.0 (E) 30.0	Fuel injection	2670/105.1	63.9 / 63.9

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Acura TSX (2004-2008)</i>	18 x 8	6	(F) 300 vented (R) 260 solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".

FP

- #6710 (Charles Coker) Reduce Weight for the Porsche 356 by 200 lbs
In 9.1.5, FP, Porsche 356, A, C (1500, 1600)C (1600) SC,B, Super 90 Cabriolet, change weight from ~~4920~~ to **1840**.

In 9.1.5, FP, Porsche 912 Coupe / Targa (-1969), change weight from ~~4950~~ to **1870**.

HP

- #6494 (Les Chaney) Classify Volvo 142 in HP.
In 9.1.5, HP, add the following:

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.)
<i>Volvo 142/142E P-1800 engine</i>	2	2150 * 2204 ** 2258	4 Cyl. OHV	3.31 x 3.15	1780	Iron	Iron	(I) 1.57 (E) 1.38	(2) 1.75" SU, (2) 1.75 CDSE Stromberg, (2) 1.75" SU HS6 or fuel injection	2616 (103.0)	1415/1415 (55.7/55.7)

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Volvo 142/142E</i>	15 x 7	5	(F) 272 (10.7) Disc (R) 295 (11.6) Disc		

- #6605 (Andrew Wright) reduce weight of HP Lotus 7
In 9.1.5, HP, Lotus 7 & 7 America, change weight from ~~1450~~ to **1400**.
- #6718 (Curtis Wood) Error and Comment on new MINI classification just announced
In 9.1.5, Mini Cooper (07-11), correct Transmission Speeds from **5** to **6**.

American Sedan

1. #6230/#6511 (David Venhaus/Eric Ritchie) AS weight reduction proposal and related items
The ASAC has made adjustments to *all* American Sedan cars to be effective 1/1/2012. With the subject changes, the Edelbrock aluminum head 313 CID (or less) engine becomes the base engine for all full preparation cars. Iron head engines will have a 150 lb reduced weight in order to maintain existing parity between aluminum and iron head engine cars. Cars wishing to run dog ring transmissions will require a 125 weight penalty, as now stated in 9.1.6.D.3.k. With this rule change, limited/restricted preparation cars have a 130 lb weight reduction, whereas full preparation car reduction is 80 lbs. Finally, the penalty for limited/restricted preparation cars going from 275 tires to 295 tires has been reduced from 100 lbs. to 50 lbs. Individual adjustments are shown below.

Cadillac CTS-V (04-05) Restricted Preparation, 275 tire, change weight from ~~3600~~ to **3470**; 295 tire, change weight from 3700 to **3520**

Cadillac CTS-V (06-07) Restricted Preparation, 275 tire, change weight from ~~3650~~ to **3520**; 295 tire, change weight from 3750 to **3570**

Chevrolet/Pontiac Camaro and Firebird (82-92), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 608979, 608879 ~~may be used with a 150 lb. weight penalty~~ **are permitted**.

Chevrolet/Pontiac Camaro and Firebird (93-02), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 608979, 608879 ~~may be used with a 150 lb. weight penalty~~ **are permitted**.

Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Preparation, change weight from ~~3330~~ to **3200**

Chevrolet/Pontiac Camaro and Firebird (98-02) Restricted Preparation, change weight from ~~3430~~ to **3300**

Ford Mustang Including Cobra and Cobra R (79-93), change weight from ~~3030~~ to **3100**, over 313 CID, change weight from ~~3330~~ to **3400**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 602579, 602479 ~~may be used with a 150 lb. weight penalty~~ **are permitted**.

Ford Mustang Including Cobra thru 95 (94-98), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 602579, 602479 ~~may be used with a 150 lb. weight penalty~~ **are permitted**.

Ford Mustang Cobra (94-95) Restricted Preparation, change weight from ~~3430~~ to **3300**

Ford Mustang Cobra R (1995) Restricted Preparation, change weight from ~~3530~~ to **3400**

Ford Mustang Cobra (96-98) Restricted Preparation, change weight from ~~3380~~ to **3250**

Ford Mustang Cobra (99-02) Restricted Preparation, change weight from ~~3530~~ to **3400**

Ford Mustang Including Cobra (99-04), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 602579, 602479 ~~may be used with a 150 lb. weight penalty~~ **are permitted**.

Ford Mustang Mach 1 (03-04) Restricted Preparation, change weight from ~~3380~~ to **3250**

Ford Mustang GT (05-09), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 602579, 602479 ~~may be used with a 150 lb. weight penalty~~ **are permitted**.

Ford Mustang Coupe GT (05-09) Restricted Preparation, change weight from ~~3380~~ to **3250**

Mercury Capri (79-86), change weight from ~~3030~~ to **3100**, over 313 CID, change weight from ~~3330~~ to **3400**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT 40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX

(GT-40 & GT 40P) *with a 150 lb weight reduction*. Edelbrock Cylinder Head Part #s 602579, 602479 ~~may be used with a 150 lb. weight penalty~~ *are permitted*.

Pontiac GTO (04-06) Restricted Preparation, LS1 engine, change weight from ~~3430~~ to **3300**, LS2 engine, change weight from ~~3480~~ to **3350**

- #6516 (Edward Hosni) Rules rewrite 7.b regarding bumper covers and bars
Clarify 9.1.6.D.7.b as follows: "Unless *authorized in these rules or* stated in a spec line, all bumper covers, bumper absorbing material, and metal bumper bars shall not be modified or removed."
- #6828 (Pam Richardson) Clarify 9.1.6.D.1 sections
The following changes to 9.1.6.D.1 are to make clear which modifications apply to full preparation and limited preparation cars.

9.1.6.D.1.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. *(Applies also to Restricted Preparation cars with fuel cells)*

9.1.6.D.1.d: Exhaust emission control air pumps, associated lines, nozzles, and other electrical/mechanical emission devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged. *(Applies to all cars, Full and Restricted Preparation)*

- Catalytic converter(s) may be removed. *(Applies to all cars, Full and Restricted Preparation)*

9.1.6.D.1.e.1: Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements. *(Applies to all cars, Full and Restricted Preparation)*

9.1.6.D.1.f.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. *(Applies to all cars, Full and Restricted Preparation)*

9.1.6.D.1.h: Oil pans, pan baffles, scrapers, and windage trays, oil pickups, lines, and filters are unrestricted. *For Full Preparation cars, main cap girdles may be fitted. A pressure accumulator/"Accusump" may be fitted. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose. Engine oil and oil additives are unrestricted. (Except for main cap girdles as noted above, remainder of this rule applies to all cars, Full and Restricted Preparation)*

9.1.6.D.1.i: Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment. *(Except for valve covers, as noted below, remainder of this rule applies to all cars, Full and Restricted Preparation)* Valve covers are unrestricted *on Full Preparation cars only*.

9.1.6.D.1.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.

9.1.6.D.1.r: *For Full Preparation cars only*, 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. *For Full and Restricted Preparation cars, engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys for the purpose of component RPM reduction. For Full Preparation cars only, any power steering and/or alternator brackets may be used if they perform the same mounting function.*

Showroom Stock

SSC

- #6744 (CRB) Remove the non-base model brake sizes from the MX-5.
In SSC, Mazda MX-5 / Miata (01-05) Make the following changes to the brake column: ~~Suspension Package: (F) 269-5 Vented Disc (R) 267-9 Solid Disc~~

Spec Miata

None.

Sports Racing

SRF

- #6522 (Mike Davies) SRF Wet tire part # update

Effective 2/1/2012, change 91.9.C. Chassis Specifications, F as follows: "Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model **D2626**. **Wet: Part number D2524 is permitted in Regional races only through the end of 2012.**"

Touring

- #4862 (CRB) Touring tire rule clarification

In 9.1.10.D.7.b, add to the end of the last paragraph: "**When a maximum tire size is listed on a vehicle's specification line, aspect ratio is open and any tire may be used that does not exceed the stated maximum section width.**"

T1

- #6460 (Joe Aquilante) Add C6 Z06 To T-1 C6 spec line with engine change to LS3

In 9.1.10, T1, add 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:
<i>Chevrolet Corvette Z06 (2006-2012)</i>	<i>103.26 x 92.0 6162</i>	<i>2685</i>	<i>18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)</i>	<i>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 Performance Suspension package.</i>	<i>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</i>	<i>3.42</i>	<i>(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. ----- Any brake caliper pistons allowed. May use any four piston brake caliper and brackets with a 50 pound weight increase. Z06 brake calipers allowed.</i>	<i>3500</i>	<i>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 radiator baffle # 25953429); 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; 180 degree thermostat Hypertech # 1015; 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 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. Entire parking brake assembly (including interior lever) may be removed.</i>

T2

- #6470 (Cheyne Daggett) Reclassify the 2005-10 Mustang GT 4.6L to T3

In 9.1.10, T2, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), change weight from ~~3480~~ to **3380**. [This car has too much potential for T3.]

- #6475 (Kevin Fandozzi) Cobalt SS Turbo T2 map sensor

In 9.1.10, T2, add the following:

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:
<i>Chevrolet Cobalt (05-07)</i>	<i>86.0 x 86.1 1998</i>	<i>2629</i>	<i>18 X 9.5 (F&R)</i>	<i>255/50</i>	<i>3.38, 1.76, 1.18, 0.89, 0.71</i>	<i>4.05</i>	<i>(F) 296 Vented Disc (R) 270 Solid Disc</i>	<i>2850</i>	<i>The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit # CCS644, Griffin radiator # 9D-18194-01 allowed. Stage Two Supercharger kit, part #17803229 (includes Belt #12597993 and Injector kit #12597995) permitted. 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).</i>

3. #6501 (Michael Sullivan) Suggested Part # for cold air induction kit: T2 S2000
In 9.1.10, T2, Honda S2000 (00-09) change weight from ~~2775~~ to ~~2725~~. [Cold air box permitted. See December Fastrack.
Approved by BoD.]

Spec MX-5

None.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

David Dewhurst vs. COA Ref. No. 11-26-CN

November 17, 2011

FACTS IN BRIEF

Following the SMT race at the *Chicago Region "Fall Sprints"* at Blackhawk Farms Raceway on October 9, 2011, David Dewhurst (SMT #14) protested Keith Mellen (SMT #87) for violation of GCR 6.11.1. (On Course Driver Conduct). The protest arose from nose to tail body contact at the start of the race. Specifically, Mr. Dewhurst alleged that Mr. Mellen did not avoid contact between cars and did not maintain control of his car in close conditions. He further asserts that the officials erred when they failed to note vehicle damage in both competitor's vehicle logbooks, GCR 9.2.1.J.

The Stewards of the Meeting (SOM) Bev Heilicher, Hank Jaffe, Bill Schuberth and Dorn Lynch, Chairman, met, viewed an in-car video from car # 22 (Michael Kennedy), heard testimony, and disallowed the protest finding the contact to be a "racing incident".

Mr. Dewhurst appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on November 17, 2011 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from David Dewhurst, received October 19, 2011.
2. Amended appeal from David Dewhurst, received October 24, 2011.
3. Official Observer's Report and related documents, received October 25, 2011.
4. In-car video from car # 22, received November 16, 2011.
5. Two E-mails from Dorn Lynch, SOM Chairman, received October 26, 2011 and November 16, 2011.

FINDINGS

At the beginning of the race, Mr. Dewhurst and Mr. Mellen were running at the rear of the pack when a car ahead of them spun at the start line resulting in an "accordion effect" back through the field. Mr. Dewhurst was forced to slow dramatically to avoid the spinning car and was struck from behind by Mr. Mellen.

In his appeal, Mr. Dewhurst asserts that Mr. Mullen failed to abide by GCR 6.11.1. and that the SOM's decision was incorrect. Mr. Dewhurst did not submit any new material, but simply asked the COA to reassess the evidence used by the SOM.

Following a review of the written and video evidence, the COA concluded the SOM's decision was correct. The contact between the cars was unavoidable. Therefore, the COA does not agree with the appellant's assertion that Mr. Mellen violated GCR 6.11.1. when he unavoidably struck Mr. Dewhurst's car at the start of the race.

Mr. Dewhurst also stated that Tech did not record the damage to his car in his Vehicle Logbook. (GCR 9.2.1.J.) The SOM provided testimony to the COA that they examined the cars at impound, saw body damage to both cars and stated: "Both continued after the impact and finished the race." They concluded the damage did not impugn the structural or safety integrity of either car and chose not to make a logbook notation. This judgment decision on the part of the SOM is not grounds to change their ruling on the contact between Mr. Mellen and Mr. Dewhurst.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Dewhurst's appeal is considered well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Rod Davidson vs. SOM COA Ref. No. 11-27-SE

December 1, 2011

FACTS IN BRIEF

Following the Enduro Race (ECR) at the Atlanta Region ARRC at Road Atlanta on November 6, 2011, Ryan Pilla (SM # 10), the overall second place finisher, vigorously complained to Tech officials when he believed the first place car was underweight and that Tech officials were not going to recognize this fact. Mr. Pilla did not seek the proper officials and continued his argument with several assistants in the Tech Shed area. The Chief of Tech, Gary D'Abate, notified Chief Steward Jack Marr of Mr. Pilla's behavior. The Chief Steward was also advised of the underweight car and put the results of the race on hold. The Chief Steward interviewed Mr. Pilla who continued to be upset. Mr. Marr filed a Chief Stewards Action (CSA) to disqualify Mr. Pilla for violating GCR 2.1.7 (Acting in an unsportsmanlike manner). Rod Davidson, entrant for SM #10, protested the CSA on behalf of his driver. The Stewards of the Meeting (SOM) Geoff Churchill, Ken Irwin and Bob Horansky, Chairman, held a hearing, heard witnesses and upheld the CSA but noted they thought the penalty was too severe. The SOM did not believe they had the authority to change the penalty. Mr. Davidson appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Fred Cummings, Steve Harris and Jack Hanifan, Chairman, met by conference call on December 1, 2011 to review, hear, and render a decision on the appeal. Since three members of the COA (Mike West, Jack Marr and Rick Mitchell) were officials at the event, they recused themselves from hearing the appeal. The BOD Chairman appointed Fred Cummings, a past member of the Court, to serve as a member of this Court.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Rod Davidson received November 16, 2011.
2. Official Observer's Report and related documents received November 16, 2011.
3. Witness statement from Ryan Pilla received November 16, 2011.
4. Witness statement from Julia Pilla received November 16, 2011.
5. Witness statement from Carlo Pilla received November 16, 2011.
6. Video taken by Carlo Pilla at impound in Tech Shed area with his explanation of contents received November 16, 2011.
7. Email from Bob Horansky, Chairman SOM, received November 22, 2011.
8. Email from Dave Rollow, ACS ECR, received November 30, 2011.
9. Email from Gary D'Abate, Chief of Tech, received November 30, 2011.
10. Testimony by Jack Marr, Chief Steward on conference call December 1, 2011.
11. Email from Butch Kummer, Competition Chairman, received November 28, 2011.

FINDINGS

At post-race impound following the 3 hour Enduro, the Tech Chief advised first place finisher, Chris Topping, (SM # 92), that his car was underweight. Mr. Topping told Mr. Pilla of this fact and congratulated him on the win. The Tech crew reweighed Mr. Topping's car several times in both directions per established protocol and verified the car was 6 pounds underweight. When it became apparent to Mr. Pilla that the Tech crew thought that 6 pounds was within tolerance of the Road Atlanta scales, Mr. Pilla became loud and argumentative with the Tech personnel. An unidentified worker made a profane and unacceptable remark to Mr. Pilla which exacerbated the situation. The Chief Steward was notified and informed Mr. Pilla that the underweight issue was being addressed, but Mr. Pilla continued to be upset. At the same time, Carlo Pilla, Ryan Pilla's father, was taking a video of these events including pointing the camera into the Steward's room where the Chief Steward was gathering witness accounts. Carlo Pilla was asked to cease videoing the Steward's room by Assistant Chief Steward, Laurie Sheppard, and by the Chief Steward. He refused to do so. The Chief Steward then asked Carlo Pilla several times for his credentials; he refused to identify himself or show any credentials other than a cold pass wrist band. By refusing to cooperate, Carlo Pilla violated GCR 2.1.5. (Failing to Obey a Race Official), and GCR 2.1.6. (Failure to cooperate with a Chief Steward). Although he was not officially listed as crew on Ryan Pilla's Entry, by signing Mr. Pilla's waiver, Carlo Pilla is considered de facto part of Ryan Pilla's crew. Per GCR 2.2.2., a driver is responsible for the actions of his crew.

The Chief Steward's CSA did not cite Ryan Pilla for violation of GCR 2.1.5. (Failing to obey the direction from an official), but only for GCR 2.1.7. (Acting in an unsportsmanlike manner). The CSA was based primarily on witness statements. The video supplied by Carlo Pilla which was viewed by the COA showed that Ryan Pilla acted in an unsportsmanlike manner by arguing with Tech personnel and unidentified bystanders instead of seeking out the proper authorities who could assist him.

The COA understands Mr. Pilla's frustration in dealing with the circumstances. Regardless, the COA does not excuse Mr. Pilla's

actions of violation of the GCR by him or any member of his crew. The Court reminds race officials that if the scales have been properly calibrated and certified, they are the official scales and an underweight car by any amount is noncompliant. Mr. Topping was given a three (3) lap penalty.

Further, the COA affirms that the SOM have the authority to modify the penalty, as in this case, when a CSA is protested, and the SOM feel it is warranted.

DECISION

The Court of Appeals upholds the decision of the SOM, but modifies the penalty. Mr. Pilla will receive a reprimand and a \$100 (one hundred dollar) fine. This penalty will cause one (1) penalty point to be assigned to Mr. Pilla's Competition License. His first place finish at the ARRC Enduro will be restored (per GCR 7.5.). Mr. Davidson's appeal is considered well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Nov. 14, 2011

The Solo Events Board met by conference call November 14th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, 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.

SAFETY

- The SEB has recommended to the BoD the approval of David Steger to the Solo Safety Committee.

GENERAL

- Regions are reminded that they may run class structures which suit the needs of their competitors, since the class and category sections of the Solo rules are not among the Mandatory Provisions of 1.1. However, the SEB recommends that Regions offer competition for all vehicles which are Nationally classed.
- The SEB has recommended to the BOD the approval of Steve Garnjobst as the Divisional Solo Events Steward for the Central Division. (#5958)
- The following items have been reviewed by the EOCC and SEB, and the committee and board thank these members for their input:
 - Stalled car at start, re-start procedure (#6017) The EOC and SEB believe the Chief Steward has the authority to resolve this issue appropriately, with full knowledge of the circumstances.

STOCK

- Based on a lack of sufficient information, the SEB is not classing the Fiat 500 at this time due to concerns about its not meeting rollover resistance requirements. (#4576)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - Camber allowances (#5502)
 - SS classifications (#5516)
 - 997 move (#6443)
 - Mini JCW to DS move (#6459)
 - Sway bar rule (#6515)
 - Genesis V6 move (#6527)
 - Street tires (#6569)

STREET TOURING

- The SEB thanks Nick Jackson for his service as a member of the STAC.
- The SEB approved the addition of Jim Reyenga to the STAC.
- The STAC and SEB have noted that the following member input items were addressed by the ST restructure as recently approved by the BOD:
 - WRX classing (#4026, 4035, 4211,6418)
 - 2.5L turbo engines (#4717)
 - BMW listings (#5252)
 - Protégé MP3 (#5255)
 - Forester XT (#5299, 5438, 5698)
 - Infiniti G35 (#5316)
 - Saturn S series (#5321, 5322)
 - ECU and catalytic converter rules (#5748)

STREET PREPARED

- The SPAC has recommended the following class listing change proposal, presented here for member review and comment (#6214)
 - Replace the DSP Subaru Impreza 2.5 listing with:
 - Subaru Impreza (1993-2001) (all)
 - Subaru Impreza 2.5, NOC
 - Also remove from FSP:
 - Subaru Impreza NOC

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - 15.2.1.2, spoilers (#5080)
 - Update/backdate (#5494) The SPAC feels that the update/backdate allowance is clear as it is written. Of the examples presented, items A and B would not be considered compliant. For item C, two cars from different generations that are classified on the same line in Appendix A are allowed to interchange parts between them pursuant to the restrictions detailed in the Update/Backdate allowance.
 - Impreza move to FSP (#6177, 6179)

PREPARED

- The previously-published proposed change (February 2011 Fastrack) to the Lotus Elise/Exige listing in FP has been withdrawn. (#4434)
- The PAC has recommended that the following rules change proposal be published for member comment (#4620):
 - Add wording to Appendix A for C Prepared as follows (proposed wording shown in italics):

“Similar configuration is defined as having the same number and arrangement (e.g., V, straight, flat, etc.) of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. *Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is +/- 1/2 inch.*”
- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:
 - Civic/CRX listing comments (#5193, 5194)
 - AWD weight formula comments (#5518)
 - GT & Production allowances (#5583)

MODIFIED

- The following proposed reorganization of the Solo Vee rules in FM is provided by the MAC for member review and comment (#5427). The intent of this rewrite is to eliminate redundancies and to organize the rules so the reader can easily find things. Changes have been introduced to bring the original rule set, written over 15 years ago, and the updated rule set, introduced 5 years ago, into harmony.

Changes include the following:

- The engine rules are now contained in two categories: “Engine Choices” and “Engine Component Allowances”. Valve sizes and carburetor choices, which are in two places in the current rules, are now found in a single location.
- Weight minimum is now in its own category. In the current rule set it is included in the definition of the category.
- All sub-categories have their own section.
- There was minor rewording of rules (particularly of the disc brake rule) to improve clarity. (The current rule--D.3.f.-- refers to rear brakes. The proposed rule set clarifies the disc brake rule to include front and rear brake systems.)
- The current Solo Vee rules included an allowance for radiator fans for F500s (as well as Solo Vees). If this reorganized rule set is adopted, a radiator fan item will be added to the F500 section.

The proposal is as follows:

Replace subsection C under Modified Class F in Appendix A with the following:

“C. Solo Vee as per the following definition: Solo Vee is based on FV and all cars shall meet all specifications described in Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the GCR/FCS except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine Choices

- a) Any stock 1600cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.
- b) Solo Vee engines may have increased compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding, is prohibited. Valve guide centers shall remain OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a

maximum of two 44mm carburetors with 28mm venturies. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted.

OR

c) Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Increased displacement engines up to 1915 cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is permitted. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.

d) There shall be no "mixing" of allowances, e.g. carburetors from "c" and displacement from "b" above.

2. Engine Components

a) Mixing of parts between different air cooled engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.

b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.

c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.

d) The flywheel from either the alternate engine or from the 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.

e) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.

f) Counterweighted crankshaft and eight-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as stock. Crankshaft journals may be ground undersize a maximum of 0.030" less than stock dimensions. Crankshaft pulley is unrestricted.

g) Deep sump oil pan up to 2.5 quart additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are prohibited. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator (e.g. Accusump) may be fitted.

h) Camshaft and valve train components are unrestricted with the following exceptions:

1. Pushrods shall be made of metal.

2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.

3. Roller camshafts are prohibited.

4. Rocker arms shall be standard ratio VW.

5. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.

i) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angle(s) are unrestricted.

j) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (such as Helicoil) is permitted providing that the spark plug centerline is not changed.

k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.

l) Voltage regulator, generator, and/or generator stand may be removed.

m) One or more batteries may be used.

n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.

o) Valve covers are unrestricted and may be bolted on.

3. Transaxle

a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.

b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.

c) A device for locking-out reverse gear may be used.

d) A limited-slip differential (LSD) is permitted.

4. Bodywork

a) Bodywork to the rear of the main roll hoop may be removed.

5. Front Suspension

The front suspension shall be standard VW Type I sedan H-beam front suspension (i.e., link pin or ball joint) or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

a) Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.

c) Removal of the shock towers above the upper H-beam tube centerline.

d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free.

e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.

f) Replacement of torsion bar rubbers with spacers of another material.

g) Installation of any ride height adjuster(s) is allowed.

h) Removal of the drum brake backing plates is allowed.

i) In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.

j) In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

l) Steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

6. Wheels

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location.

b) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

7. Rear Suspension

a) The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.

c) Springs, shock dampers, their actuation, and camber compensating devices are free.

8. Braking System

a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.

b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

c) Any type lining or pad material may be used.

d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.

e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.

f) Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.

The allowances above apply to front and rear brakes.

g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

i) Brake lines may be of any suitable material, including steel braided lines.

9. Weight

a) Minimum weight is 1000 lbs with driver."

- Per member input, the MAC is seeking comment on the possibility of additions to Solo Vee allowances in FM. Such additions might include induction, engine, and/or suspension modifications. Members are encouraged to write with suggestions and feedback regarding these possible changes (#6151).
- The following items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input:
 - Rotax 593 (#5256, 5998) This subject was addressed in the items recommended to the BOD, as published in the November Fastrack.
 - Legends cars (#6044) This subject was addressed in the items recommended to the BOD, as published in the November Fastrack.
 - MAC position (#6399)
 - DM/EM forced induction (#6205, 6212, 6222, 6302, 6423, 6424) The MAC continues to work on possible proposals in this area.

F125 / FORMULA JUNIOR

- The following items have been reviewed by the KAC and SEB, and the committee and board thank these members for their input:
 - 4-stroke engine comments (#3852, 3976, 4043)
 - Raptor fuel (#3845)
 - Dry clutch (#4104)

NOT RECOMMENDED

- Stock, reducing allowances (#4846)
- Stock, move ZX2 to HS (#5933)
- Street Touring, Toyo R1R, exclusion list (#3806). The STAC has considered this and does not feel it is necessary.
- Street Touring, ST class addition (#4513, 4528, 4541, 4548, 4562, 4564, 5148) The STAC may be open to concepts like these in the future but prefers to observe the effects of recent changes to the classing structure before pursuing additional new classes.
- Street Touring, Torsen limited-slip (#5059) The STAC does not believe it would be appropriate to disrupt the competitive balance of the affected class.
- Street Touring, Mazdaspeed 3 classing (#5252)
- Street Touring, right-hand drive cars (#6216, 6223) Per the STAC, non-domestic-market cars do not meet the category eligibility requirements.
- Street Touring, Protégé to STF (#6304) Per the STAC, this car has been shown to be comparable to various other STC cars, and the committee believes it would disrupt the competitive balance of STF.
- Street Prepared, AWD classing (#6099) The SPAC feels that many of these concerns were addressed by the 2012 reorganization.
- Street Prepared, timing cover rule (#6186) Per the SPAC, the proposed rule change does not change the VVT or cam gear allowance. It only changes the existing timing cover allowance to permit more competitors to utilize this allowance.
- Prepared, rotary engine weights (4886) After further review, the PAC doesn't feel any adjustments are required to the rotary engine weight formula in EP at this time.
- Prepared, GP wheel widths (#6125) Wheel width restrictions are a key component used to balance the competitive potential of various vehicles in GP. The PAC is concerned that increasing wheel width allowances in GP would upset the competitive balance of the class.

TECH BULLETINS

1. Stock, Errors and Omissions: with the BOD approval of the SAC's proposal regarding camber bolts, the Appendix F item which is titled "Hyundai Genesis R-Spec Alignment Bolts" is no longer applicable and is to be removed.
2. Stock: The Suzuki Kizashi (2010-2011) was initially listed in HS in the June 2011 Fastrack (#6584)
3. Stock: Per the SAC, regarding the front spoiler and rear wing on the S2000 CR: As stated in the 3rd paragraph of Section 13, vehicles must be run as specified by the factory. The S2000 CR is delivered from the factory with the front spoiler and rear wing and such this is an authorized configuration. (#6502)
4. Stock: Per the SAC, ride height changes due to variances in damper gas pressure are permitted by the provisions of 13.4 (#6442)
5. Stock: The following clarification has been recommended by the SAC and approved by the SEB: Add to the end of 13.9.A (after capacitor and before the parenthetical phrase): "*Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the factory location and serve no other purpose.*" (#6297, 6311)
6. Stock: The following listing update, recommended by the SAC, is effective immediately upon publication (#6086):
 - Amend the FS listing for the BMW 5 series to read as follows:
 - 5 series (NOC)
 - NOTE: The intent of this listing update is to include the V8 non-M 5-series BMW's in FS
7. Stock: Per the SAC, their revised version of the published change to 13.7 should have included relocation of items from subsection D to subsection A, such that the changed version should 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. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
- B. Substitution, addition, or removal of an anti-roll bar may serve no other purpose than that of an anti-roll bar.
- C. 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.”
8. ST: The prohibition on cutting of holes for sway bar installation applies only to the routing of the bar or links, as stated in 14.7 (#3395)
9. ST: The removal of OE roll hoops for installation of an allowed roll bar has been addressed in the Stock rules, via changes to 13.2.H as published in the March and November Fastrack. These rules carry over to ST. (#3803)
10. ST, Errors and Omissions (#4522): Per the STAC, the 2004-2005 MINI COOPER S with dealer-installed JCW package has been classed in STX since 2006. This was published in Fastrack, but was missed in the rulebook. The complete STX model listing should read:
- MINI Cooper S & Cooper S JCW (includes 04-05 dealer-installed)
11. ST: Per the STAC, add the following after the first sentence of 14.10.D: **“Mounting bracketry which serves no other purpose is considered part of the exhaust component.”** (#5077)
12. ST: Per the STAC, add the following to 14.2.F.2: *“This does not allow for parts sold through the manufacturer’s performance division catalog (e.g. Ford Performance, Mopar Performance, Nismo, TRD, Mazdaspeed, HPD, Mugen, SPT, etc.)”* (#5200)
13. ST: There is no requirement to fill or cover the holes left by the removal of a fog light as allowed by 14.2.C (#6185)
14. ST: Per the STAC, 14.2.A should be clarified to read as follows: “Pedal cover kits and other interior...” (#5350)
15. ST, Errors and Omissions: Per the STAC, the listing in STR for the Miata should read as follows (#6448, 6453):
- Mazda MX-5 Miata (2006-2012)
16. ST: Per the STAC, the Corolla listing in STF should only include the latest two generations (‘03-‘11), not the earlier generation (‘98-‘02) and thus should read as follows (#6616):
- Toyota Corolla (2003-2011)
17. SP: The following new listing, recommended by the SPAC, is effective immediately upon publication (#5918):
- VW Golf/Jetta 2.0T (2006-2011) DSP
18. SP: Per the SPAC, the following listing clarifications are effective immediately upon publication:
- The BMW Z3 models in BSP should be on one line, which reads as follows
- Z3 all 6-cyl including M Coupe/Roadster
- The BMW Z4 models in BSP should be on one line, which reads as follows:
- Z4 all non-turbo including M
19. Modified: Per the MAC, the floor pan of a car whose original width is smaller than the dimensions required by 18.1.C (37 in. width for front-engine cars, 42 in. width for mid and rear-engine cars) may be widened to meet the requirement. Recognizability, material, and safety requirements of 18.1 must all be met, and the car will be subject to Modified Tub (18.1.C.2) weight requirements. (#5692)
20. Modified: Per the MAC, Section 18.5.E is intended to provide for FSAE cars to run within AM as a Supplemental class, but to be scored separately for awards purposes. It is therefore being clarified to read as follows:
- “These vehicles are assigned to Supplemental Class FSAE, which may be run as a subgroup of AM but shall be scored separately. An FSAE car may only compete directly in AM if it meets all AM requirements and specifications. FSAE cars must also meet the following minimum criteria: “* (#6168)
21. Modified: Per the MAC and SEB, the following clarification is provided for 18.3: When used in eligible cars in class CM, the Honda Fit engine is required to have an air inlet restrictor which meets the requirements of the current GCR, correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. NOTE: the SEB will be following the actions of the CRB in order to evaluate changes they may make to the restrictor requirement for this engine.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 7, 2011

The RallyCross Board (RXB) met via conference call December 7. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Todd Butler, BOD liaison, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes are not in chronological order.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): The Safety Committee will need new chairman. More discussion of the options will occur beyond this RXB meeting. The goal is to have more non-RXB members on the Committee. Tom Nelson discussed three separate rollovers in the last month. From his evaluation of each incident, there are no trends. There has been some resulting discussion of course design changes suggestions. Tom Nelson emphasized the need for Regions to have better communication of incidents to the SCCA.
2. RallyCross Rules Committee (Warren Elliott): None.
3. National Championship Committee (Ken Cashion): None.
4. Divisional Steward Liaison (Stephen Hyatt): Aaron Miller is now the new Rocky Mountain Divisional Steward. There is a need for more participation in meetings from the Stewards. The Stewards expressed a desire for about \$350 per Division per year expense reimbursement for fuel, lodging, and Divisional Conventions and Roundtables. National Convention financial assistance at some level will probably be available to the Stewards in an effort to encourage a higher level of National Convention attendance.
5. Forum Activity: There has been minimal forum activity in the last month.

Old Business

1. Growth discussion:
 - a. Regional Program Development Assistance (Stephen Hyatt): A site acquisition packet could be developed, or revised from existing Regional packets, by a committee of individuals (preferably Regional program directors) experienced in the process of site acquisition.
 - b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): Would the addition of a "Street Modified" class increase involvement? Adding it as an experimental class for 2012 is an option. There is a question as to whether or not we still need the SR or PR classes? Of the two, SR seems more expendable than PR. The plan is to get comments from the membership on the forum or through email correspondence.
 - c. Marketing and Communications Plan (Ron Foley): The Facebook page seems to be getting some activity. The hope is to start filling out the National Challenge schedule soon so that competitors can start planning for any related vacation time. The 2012 RallyCross Rules will be published and posted by the first week of January.
 - d. National Program Enhancements (Ken Cashion): Details of the National Challenge are currently in question. Ken Cashion will be contacting the Divisional RallyCross Stewards to work out the details.
2. Parade laps two-driver cars: The goal at the National events is to keep to the schedule and to provide as many runs to the competitors as possible. There has been a lack of cooperation from some competitors in this regard. As a result, the RXB decided to retain the policy of one parade lap per vehicle at National events.
3. Convention seminars and awards: RallyCross sessions for the 2012 National Convention will include a RallyCross school session with an accumulation of best practices, a new-to-RallyCross Q&A, a Town Hall with a State of RallyCross introduction, and a couple of closed RXB sessions, one of which will be with the Divisional RallyCross Stewards. Three awards will be presented at the Convention: the Dirty Cup, Divisional Achievement Award, and Regional Achievement Award. Award recipients will be selected at the January meeting.

New Business

1. Detroit incident: In light of a recent incident in the Detroit Region, Ken Cashion discussed his conversations with the Region's RE and the plans to make improvements in the Region's RallyCross program. The RXB is encouraging the Region

to make all necessary changes to ensure safe and successful events. The Region RE has issued a safety improvement plan detailing their intended course of action.

2. Howard's BOD report: Overall RallyCross numbers were down 2.6%, which comparably for 2011 is good within the SCCA. Low National Challenge numbers are a concern. Addressing this concern, the RXB discussed whether the event expectations for 2-day events with dinners, T-shirts, etc. might contribute to increasing event costs and agreed that the goal of National Challenge events is to be a destination event (a RallyCross festival). Strategies are being considered to lessen event costs such as the National office providing trophies and changing previously held expectations.
3. National staff changes / needs and expectations: Two National staff positions have been eliminated necessitating a redistribution of tasks between Rally and Solo, which will now be more integrated with tasks within administration and development being combined.

Next meeting: January 4, 2012

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | Dec. 6, 2011

Sports Car Club of America
RoadRally Board Minutes
Via Conference Call
December 6, 2011

The *RoadRally* Board (RRB) met via conference call on Tuesday, December 6, 2011.

Attending were: Chairman, Jim Wakemen; members: Jeanne English, Sasha Lanz, Chuck Hanson; Howard Duncan, National Office; incoming RRB members Clarence Westberg and Rich Bireta. Not in attendance: Lois VanVleet and Eva Ames, and Bill Kephart, Board of Director Liaison.

Proceedings

1. November, 2011, RRB minutes approved (Hanson/Lanz).

2. Rally Liaison updates

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

2012 Rallies / Liaisons:

Yucatan Safari, NT, LOL (Dec 10) - Wakemen

AZ Border, NC (March 9) - English

AZ Border, NT (March 10) - English

The National Road, NT-NC-NGTA, Indianapolis (June 23) - English

The International Road, NT-NC-NGTA, Indianapolis (June 24) - English

Steel Cities, Aug 4/5?

Yucatan Safari is this weekend, Wakemen reports that everything looks ready to go, event regulations cover items usually found in RRRs (so contestants can run without the RRRs).

Sanctions not yet in for Arizona rallies.

Hanson reported that pre-checks for the Indianapolis rallies are already being scheduled.

August Steel Cities' event is being written by Bruce Gezon as a two-day event.

2012 USRRC: still working on finding a host region; John Sears, with Karl Broberg and Dave Jameson, made an offer on behalf of AZ Border via the RoadRally Yahoo list (not submitted to the RRB); Detroit Region contacted Deena for information about what is required including whether they could move the date a week or two, Chuck Hanson will follow up with them.

3. New RRB Members for 2012

The Board of Directors has approved Clarence Westberg and Rich Bireta as Road Rally Board members effective January 1, 2012. Welcome! We thank Lois VanVleet for her six years of service. Howard presented a chart with RRB members and DRRs, and their appointment dates; some errors were noted and corrected.

4. RRB Positions

The BOD approved Jim Wakemen as chairman for 2012. Jeanne English will be secretary and continue as the Rules Committee Liaison as well. Hanson will continue the Mentoring Program Committee. Lanz will continue the Publicity Committee. Ames will have the Communications Committee.

5. Convention 2012

Hanson agreed to do a "How to start a rally program" session (as recently presented at the GLD Round Table). English will do "How to keep costs down or innovative, inexpensive trophies and paper cost" session, as well as a session for RoadRally Safety Steward Training. There may be another Walking Rally. Howard Duncan reported one of the RE sessions will be for smaller programs (rr, rx, time trials, solo) to present 10 minute 'highlights' to regions; he suggested that our presentation include social rallies as first/baby steps toward adding rally to their regions. The RRB meeting with the BOD has been moved to Thursday midday. Duncan also reported that the BOD is not looking for a reason to eliminate road rally from SCCA, they consider it a "legacy activity"; RR still needs to keep moving its programs forward. Convention awards: the Ridges Award will not be given out this year; regional and divisional awards will be discussed next month.

6. Concerns Tracker

Wakemen will put something together soon and put it in the RRB DropBox. He will invite Westberg and Bireta to our DropBox, and will put our agendas there.

7. Experienced Based Classes

Hanson sent us emails with proposals about experienced based classes; discussion postponed until January to give us more time to read the proposals.

8. APP Class

Hanson/Mike Thompson submitted a proposal about a new APP class; discussion postponed until January to give us more time to read the proposals.

9. RRB DropBox

See item 6 above.

10. Weekend Membership Data Response

Lanz sent the RRB his proposed response to Rick Myers about collecting data from the Weekend Membership forms; we will continue this discussion via email. Howard reported that there were really 2 issues – money and having the data available to use as a promotional tool; the problem with Topeka is that no one else has asked for the info that we want.

11. Photo Contest

We need someone to handle it; Jim to ask Rick Beattie; also some discussion about video and/or slide show. We need a photo for the cover of the new RRR book – what about a previous photo contest winner?

12. Newsletter Report

Nothing to report.

13. Forum Issues

The RRB is trying to actively respond to items/issues posted on the SCCA Forum (see items 7, 8, and 11 above). Some RRB members were surprised that there was no reaction to the posting about Pego's position (Rally/Solo Manager) being brought back 'in-house' to Topeka and Pego being let go as an outside contractor.

14. Old Business

A Divisional Steward is still needed for NORPAC.

15. New Business

Sasha had 2 items: 1. that there be single subject ad hoc/focus groups to present ideas to the RRB, that we create methodology for people to 'put their money where their mouth is'; 2. that the USRRC be a cooperative venture between the RRB and the committee – a "USRRC Support Committee" wherein the RRB can help with PR and/or other support as needed, perhaps even including monetary support; that the USRRC not just be dumped on a committee and let them deal with everything; more next month.

Howard Duncan asked if we thought there would be Interest in tiered SCCA memberships, i.e. different levels get different benefits; this is being actively discussed at SCCA headquarters.

Re: RRR printing – Howard reported that if it is printed through FedEx (SCCA member benefit) it would be about \$3 per book. Westberg asked if it could be posted online in other formats (i.e. for Kindle), and also asked about adding things such as simple tables.

2012 RRB meetings: we would like the conference calls to be on the first Tuesday of the month; Howard will check to see if these days are available.

Next meeting – Tuesday, January 3, 2012 at 7:30 pm CST, via conference call.

Submitted by Jeanne English, acting 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/>