

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS MINUTES | Dec. 3-6, 2009

The Board of Directors, Sports Car Club of America, met at SCCA Corporate Headquarters, Topeka, Kan., Dec. 3-6, 2009. The following members participated: RJ Gordy, Chairman, John Sheridan, Vice Chairman, Mike Sauce, Treasurer, Howard Allen, Jim Christian, Philip Creighton, Bob Introne, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, and Gerald Wannarka, Secretary. Newly elected 2010 Board members Richard Patullo, Todd Butler, R. David Jones and Bill Kephart also attended. Others in attendance at various times: Jeff Dahnert, President and CEO; Rich Ehert, Vice President of Finance; Eric Prill, Vice President of Marketing and Communications; Terry Ozment, Vice President of Club Racing; Colan Arnold, Vice President of Membership and Region Development; Howard Duncan, Vice President for Rally/Solo and Special Programs; Peter Lyon, Risk Management; Bob Dowie, Chairman of the Club Racing Board; John Bauer and Kevin Yaghoubi, Club Racing Technical Department; and Aimee Thoennes, Executive Assistant.

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

Motion: To approve the minutes from the October meeting with the clarification that the Vintage Cage rule proposal was removed. (Wannarka/Allen) PASSED. Unanimous.

PRESIDENT'S REPORT - Jeff Dahnert, President and CEO

Mr. Dahnert shared his belief that in spite of tough economic times especially affecting the automobile industry, the Club did accomplish a lot this past year. We started the year with a new President, moved the Convention to Las Vegas, moved the Solo Nationals to Lincoln, moved the Runoffs to Road America, and still provided high quality competition events. He expressed optimism that the year end financial results will meet earlier projections.

FINANCIALS - Rich Ehert, VP, Finance

Despite difficult economic conditions, the Club is projected to finish the year in the black. The unbudgeted addition of revenue from the seven TransAm races helped the bottom line. Actual numbers will be available at the Convention.

Mr. Sauce reviewed the draft 2010 budget for the Board. The budget is very conservative and is based on a stagnant economy. While the number of competition license holders is projected to decline, there is no budgeted increase in the cost of licenses or sanction fees. The budget is based on a 4% decrease in membership but reflects a 5% increase in the cost of insurance over 2009.

MOTION: To accept the 2010 budget. (Sauce/Creighton) APPROVED, Unanimous

Kevin Arnel from the Club's law firm, Fouston and Siefkin, gave a presentation on the legal issues affecting the Board and Board related governance issues.

RISK MANAGEMENT - Peter Lyon, Legal Counsel

The topic of electronic/internet voting was discussed with the conclusion drawn that it should not be conducted until all of the legal ramifications are more clearly delineated.

Mr. Lyon provided the Board with an update on the Club's insurance program along with an overview of general competition automobile industry programs. It was recommended that the Club stay on the current plan of going out for insurance bids every three years thereby combining the best pricing along with maintaining credibility with the insurance carriers. Our current program is considered to be one of the best in the industry. Last year savings were nearly \$500K, however, there will need to be a 5% increase for 2010. The proposed rate change for Solo will be \$0.50 per car, \$1.50 per car for Club Racing, and \$2.00 per car for Hillclimb. Pro Racing events insurance costs will go up approximately 7%.

MOTION: To accept the 2010 insurance plan. (Sauce/Introne) PASSED, Unanimous.

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RALLY/SOLO DEPARTMENT and SCCA FOUNDATION - Howard Duncan, VP, Rally/Solo and Special Programs

Rally - It was pointed out that in some Regions, officials are not providing much support for the local RallyCross programs. Regional Executives are encouraged to lend their support to ensure the success of these programs. RallyCross began in earnest five years ago and its growth has somewhat reached a plateau.

Road Rally participation levels remain about the same as those experienced last year. The Rally Boards and Department will be exploring alternative methods of promotion in 2010 to increase participation.

MOTION: To change Appendix A of the Road Rally Rules to read:

Historic Limited (HL) will allow only the following equipment:

- Any mechanical or quartz crystal analog readout timing devices
- Any non-digital odometer can be used for mileage measurements
- Any analog readout speedometer for speed measurement
- Computation equipment is limited to any standard slide rule type devices and/or tables or books. The Curta (and similar) mechanical calculator is permitted. The Halda Speedpilot is likewise permitted.

(Allen/Langlotz) APPROVED, Unanimous

Solo - Regional sanction numbers are maintaining steady with the possibility of finishing the year slightly higher than the number of events scheduled in 2008. The Tire Rack National Solo program Tour was down only a few percentage points, ProSolo was up nearly 12%, and the National Championship up almost 10%. An early initiative has begun to explore conducting Solo events and Tire Rack Street Survival programs at local military bases. While in its infancy, this appears to be gaining some support from the military and will provide exposure of the SCCA to a lot of young military service members.

Planning efforts have begun for the 2010 Tire Rack National Championships at Lincoln. This will be the start of the third year of a three year contract with Tire Rack for support of the National Solo.

MOTION: To accept the proposed SEB rule changes and addendum as listed in Appendix A.

(Noble/Langlotz) PASSED, Unanimous

SCCA Foundation - Plans are underway to increase the activity of the Foundation for 2010.

MARKETING AND COMMUNICATIONS DEPARTMENT REPORT - Eric Prill, VP Marketing and Communications

The Department is actively seeking contingency sponsors for 2010. Serious negotiations are under way with several candidate sponsors. DVD sets of the Runoffs Speedcast coverage became available for purchase on the Club's web site November 17th.

The new Membership Demographic profile was distributed for Board review. This will be a useful document for discussions with prospective sponsors. Twenty seven percent of the membership solicited responded to the survey.

MEMBERSHIP AND REGION DEVELOPMENT - Colan Arnold, VP, Membership and Region Development

The latest schedule of events for the Convention was reviewed. Noteworthy was the addition of a Driver's Tract for this year's event with plans to expand this concept for future Conventions. The 2011 Convention will run February 10 - 12.

It was noted that there were inconsistencies in the re-imbursement plan for registration fees for Program Board members and Board of Directors required to attend the Convention.

MOTION: To pay the registration fees for Program Board members required to attend the Convention. (Sauce/Noble) PASSED, Unanimous

An agreement has been reached with FedEx Office (formerly Kinkos) which will provide significant discounts on printing and copying to Regions and the Club Office. The electronic E-Newsletters InsideLine and the new Road Rally newsletter have been re-formatted.

The August membership was 45,043, a 6.9% decline since the first of the year. The good news is in recent months the number of new members has returned to levels seen in mid 2008 and better than 2007. The referral program is considered to be quite successful and has resulted in about 2500 new members per year. Additional charts and graphs describing various aspects of the membership demographics were presented.

CLUB RACING REPORT - Terry Ozment, VP, Club Racing

RUNOFFS - Results of the post event competitor survey were discussed. In spite of a few issues, it was considered by all to be an outstanding event. The planning for next year has already started, and efforts will be initiated to address the items of concern

that were noted.

Converting Monday of Runoffs week from a test day to a qualifying day will have a negative impact on monies available for the Tow Fund. Additional funding will be pursued to try and offset some of the loss.

MOTION: Pay out the event money collected during the year for the Runoffs and search for other funding for the 2010 Runoffs. (Sheridan/Sauce) PASSED, Unanimous

Volunteer Task Force - This effort by the Club Racing Department to assess the Club's race organization structure and event operational requirements has been put on temporary hold because of time constraints. It is still an item of interest that will begin again after the new year.

The Track Review Program training is completing its last phase under the grant received from FIA. The last product will be a manual that can be shared with new and prospective track owners on basic information for what the requirements are for a racing facility meeting the SCCA's needs

The Spec Miata Compliance Program is winding down. Sixteen compliance visits were made in 2009 leaving a surplus of about \$14,000. The Spec Miata community has requested that a portion of these funds be used to support fuel testing in 2010.

There will be a change in processing of sanction requests for 2010. The Division Executive Steward will be responsible for ensuring that the Supplemental Regulations for the event are in compliance with the GCR. The Club Office will no longer be responsible for GCR issues, rather their efforts will be directed to the sanction process itself. This should expedite processing of the sanction packets. This change will require the following change to the Operations Manual.

John Bauer introduced the new electronic letter system which will simplify and expedite the processing of rules change requests to the CRB. The requesting party will not be able to determine the status of their request by going on line using this system. The BoD suggested that this process may also have utility with the rules processes for the other Program Boards.

The CRB is exploring options for a two year competition license. The requirement for annual physicals may prohibit older drivers from participating in this plan should it come into being.

EXECUTIVE STEWARD ISSUES

The current process and timelines for appointing Executive Stewards have created some problems in several Divisions.

MOTION: Change 5.4.1 of the Operations Manual (Executive Stewards) to read:

Appointment: One per Division, appointed by the Area Director(s) for each Division, upon advice from the Chairman of the Stewards Program and final acceptance by the Board of Directors at their first meeting after the Runoffs. Term to begin on the day of their appointment. A separate provision: for new incoming Directors have a December meeting appointment date for their Executive Steward selections. (Creighton/Lewis) FAILED, For: Crieghton, Noble, Merideth and Lewis. Opposed: Christian, Introne, Allen, Sheridan, Gordy, Lybarger, and Wannarka. Abstentions: Langlotz and Sauce.

After discussion, it was decided that this issue should be sent to the Executive Stewards for their recommendations as to how to best handle appointment dates.

MOTION: To approve the following changes to the Operations Manual.

5.4.1 Executive Stewards: Review and approve supplemental regulations, race schedules, and entry forms for race sanction requests prior to submission to the Club Racing Department. (Creighton/Merideth) PASSED, Opposed: Allen and Langlotz.

CRB RULE RECOMMENDATIONS - Bob Dowie, Chairman, Club Racing Board

The CRB has discussed the quantity verses quality concepts for attendance at the Runoffs, and while no overwhelming conclusion could be reached, they favored promoting larger attendance at the Runoffs. The thinking is that more competitors will result in more competition. Their recommendation for qualifying is 4 starts, 3 finishes and 4 Divisional points but drop the requirement for finishing in the top 10 for that class within the Division. An extended discussion ensued pertaining to the health of the National Racing program and the Runoffs.

Proposed rule changes for Club Racing are listed in Appendix B.

MOTION: To accept the rules changes, except item 6, as proposed by the CRB. (Merideth/Wannarka) PASSED Unanimously (Sheridan abstaining on AS issues)

MOTION: To accept item 6. amended as a minimum of 4 starts and 4 finishes with no minimum Divisional points. (Creighton/Sauce) PASSED, Opposed: Merideth, Lybarger and Introne.

MOTION: To mandate the use of Head and Neck Restraints certified by SFI or FIA in Club Racing as of 1/1/12. (Creighton/Allen) PASSED, Opposed: Sauce, Lybarger, Langlotz, Gordy and Introne. Abstention: Noble

MOTION: To grant a waiver to CENDIV to waive the provisions of the GCR (3.2.2.d and e) which precludes Regions running multiple Nationals at the same track (Road America). (Lybarger/Sauce) PASSED, Opposed: Merideth and Allen. Abstention: Langlotz.

MOTION: To grant a waiver to CENDIV to waive the provisions of the GCR (3.2.2.d and e) which precludes Regions running multiple Nationals at the same track (Blackhawk Farms). (Lybarger/Sauce) PASSED, Unanimous.

MOTION: To grant a waiver to Oregon Region to waive the provisions of the GCR (3.2.2.d) allowing the Region to have three Nationals. (Allen/Gordy) PASSED, Unanimous.

MOTION: To grant a waiver of the GCR (3.2.2.d and e) to the Houston Region to have two Double Nationals at MSR Houston. (Sauce/Allen) PASSED, Unanimous.

MOTION: To grant a waiver of the GCR (3.2.2.d and e) to the Colorado Region to have two Double Nationals at High Plains. (Christian/Sauce) PASSED, Unanimous.

LIAISON REPORTS

SOLO EVENTS BOARD LIAISON REPORT - Noble

As part of the 10 event 2010 Tire Rack Solo National Tour, a Northern States Championship has been added to the list of three events that can qualify drivers for the solo Triad award. These events are:

- Peru, Indiana - Northern States Championship
- Wendover, Utah (tentative) - Western States Championship
- Blythville, Arkansas - Eastern States Championship

The SEB and Kart Advisory Committee are reviewing the Junior Kart Training Guidelines to bring about better continuity between Regions.

There are a handful of fixes for the 2010 rules package passed in October. These include errors in transcription or of omission as well as items that did not make the earlier package. The SEB wishes these to be a part of the 2010 Rule Book.

CLUB RACING LIAISON REPORT - Merideth/Wannarka

The CRB had its Fall face to face meeting in Kansas City November 21/22. Main objective of the meeting was to begin the process of long range planning for how the CRB envisions the Club racing program to look like in the out years. Time was also spent discussing the Runoffs and what improvements should be considered for next year.

STEWARDS REPORT - Introne

Last call was devoted to discussing the Runoffs.

TIME TRIALS ADMINISTRATIVE REPORT - Merideth

Requested the Board approve the TTAC rules proposals. Proposed rule changes have been out for member notice and input.

MOTION: To accept the Time Trials Administrative Council rules changes (Appendix C) (Merideth/Noble) PASSED, Unanimous.

OLD BUSINESS:

The GCR re-write was initially presented to the Board at its October meeting. There were a number of technical issues that were identified, and the document went back to the GCR Advisory Committee and the Executive Stewards to address these issues. The update version was again presented to the Board in December.

MOTION: To accept the GCR rewrite effective 1/1/2011. (Creighton/Sauce) FAILED, Creighton and Sauce yes, Others no. The consensus was to get the document approved for the 2010 season.

MOTION: To accept the GCR rewrite with the modifications as listed below effective 1/1/2010. Items listed will revert back to the original language until the proposed new language can be acted upon and member input acquired if necessary. (Langlotz/Allen) PASSED, Opposed: Christian and Creighton.

Paragraphs requiring additional review:

3.3.b

5.9.3

5.12.b
5.12.c
6.4.1.e
6.7.2
7.2

AMERICAN SEDAN INCIDENT REPORT

The report based on assessments made by the committee made up of Messers Nesbitt, Corbitt, Wheeler, Prather and Bornholts, Chairman, pertaining to the American Sedan issues at the Runoffs was reviewed by the Board. The report was considered to be quite objective and informative. The Board would like to see the recommendations given serious consideration by those responsible for subsequent Runoffs to ensure that a repeat does not happen again. The Chairman of the Committee will be asked to draft a document that can be used as a 'release' statement summarizing the committee's findings and recommendations. The Board would like to complement and thank the committee for the timely and thorough manner by which they completed this task.

NEW BUSINESS:

The Board selected the Member of Excellence awardee. Now in its second year, funding was provided by a anonymous benefactor who wanted to give back to the club for the many fun years experienced in club activities. The award is to be given to an individual who over the years has made important contributions to the club but has yet to be recognized for their efforts.

COURT OF APPEALS REPORT - Bob Horansky, Chairman

The Court prepared a summary of 2009 appeal activity for the Board's review. The overall activity was similar to that experienced in 2008. The number of rules interpretations were lower than last year.

PLANNING COMMITTEE REPORT - Jerry Wannarka, Chairman

The Planning Committee has been discussing activities which would assist Regions in developing and expanding programs that will enhance their financial health. The Committee requested that the Staff survey the Regional Executives prior to the Convention asking what they think their program needs are and what the Club office could do to help them. This information will then be used as agenda items for the RE/Board meeting at the Convention.

The Club lacks the metrics to determine the health of our Regions. The Committee will be working to develop these items so that a proper method of assessing impact on Regions can be put in place.

A number of Regions are struggling with the cost impact of putting on driver's schools. The Committee asked that the Club Racing Staff be tasked to explore ways that driver school credits could be obtained during a series of Regional race weekends.

The Club Office staff has been asked to develop a matrix that would compare cost and benefits to competitors by joining the various sanctioning groups and marque clubs.

Program Boards and Liaisons are reminded that their Strategic/Tactical plans should be updated for Board review at the Convention. They should also be prepared to discuss how their 2009 program meets their Tactical Plan goals, what their plans are for 2010, and what is their biggest challenge.

The number of National competition events that the Board of Directors is expected to attend is increased while the expense reimbursement plan has remained the same.

MOTION: To increase the days eligible for re-imbursement to attend National Championship events from seven to twelve. (Wannarka/Lybarger) PASSED, Opposed: Creighton, Noble, Allen and Lewis. Abstain: Sauce and Christian

MOTION: To adjourn,

Gerald Wannarka
Secretary

Appendix A. Solo Events Board Rules Changes plus Addendum
Appendix B. Club Racing Board Rules Changes
Appendix C. Time Trials Administrative Council Rules Changes

Appendix A: SEB Rules Changes

GENERAL CATEGORY

ITEM 1) Withdraw the two previously approved rule change proposals concerning roll bars in Solo vehicles for 2010:

~~ITEM 2) 3.3.2, second sentence — Change: “A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all non-production vehicles in A, B, C, and F Modified classes vehicles and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified classes.”~~

~~SCCA Fastrack News July 2009 Page 15~~

~~ITEM 3) 3.3.2, first paragraph, last sentence — Change: “For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories using DOT tires, the roll bar or roll cage height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top.”~~

~~SCCA Fastrack News July 2009 Page 15~~

Comment: These changes as submitted and approved may have inadvertently created a possible loophole allowing a configuration which was not intended and may create a safety concern. The SEB would like to withdraw these two items for further study and re-work the proposals to be resubmitted at a later date for the 2011 Solo Rules.

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STOCK CATEGORY

ITEM 2) Withdraw the previously approved classification change proposal of the BMW 335i for 2010:

~~ITEM 14) Appendix A — Move from FS to DS: BMW 335i~~

~~SCCA Fastrack News September 2009 Page 16~~

Comment: This move was published in Fastrack News as a proposal for 2011 and was included in the Action Items for 2010 in error. The SEB would like to withdraw this proposal.

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ITEM 3) Withdraw the previously approved classification change proposal of the Porsche Boxster S (2000-04) (986 chassis) for 2010:

~~ITEM 57) Appendix A, move to BS from AS:
Porsche~~

~~Boxster S (2000-04) (986 chassis)~~

~~SCCA Fastrack News April 2009 Page 25~~

Comment: After member comments and further study, this move of the Porsche Boxster S was recommended to be rescinded by the Stock Advisory Committee on 9/15/2009 and approved by the SEB. The proposal was submitted to the BOD in error. The SEB would like to withdraw this proposal.

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SAFETY

ITEM 2) Amend the previous proposal concerning helmets in Solo events for 2010:

4.3.1, first sentence – Change: “All helmets meeting the following standards must be worn while on course: All helmets meeting the current or two immediately preceding Snell Foundation standards (SA, K, or M SA2005, SA2000, SA95, M2010, M2005, M2000, M95, K2005, K98), or SFI standards 31.1A, 31.2A, 41.1A, or 41.2A, or British spec BS6658-85 type A/FR are acceptable. Helmets meeting British spec BS6658-85 A/FR are also acceptable.”

~~ITEM 8) 4.3.1, first sentence — Change: “Helmets meeting one of the following standards must be worn while on course: Snell SA2010, K2010, M2010, SA2005, K2005, M2005, SA2000, K2000, M2000, SA95, K98; SFI 31.1, SFI 31.1A, SFI 31.2A, SFI 41.1, SFI 41.1A, SFI 41.2A; BS6658-85 Type A/FR.”~~

~~SCCA Fastrack News April 2009 Page 24~~

Comment: After receiving member comments, the Snell Helmet Safety Standards were re-examined with a follow-up e-mail

to the Snell Memorial Foundation. Because of changes in helmet testing, Snell will have two concurrent motorcycle helmet standards in effect – M2010 helmets are available now and also M2005 helmets will continue to be certified through June 30, 2011. (This is the same ending date for certification testing of SA2005 and K2005 helmets.) Basically, Snell will have an unusual situation in 2010 – two current motorcycle helmet standards at the same time.

ADDENDUM

GENERAL CATEGORY

- **ITEM 2)** Change Section 4.1.B to: “Drivers are responsible for knowing and understanding the SCCA National Solo Rules. Ignorance of the rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that drivers have a copy of the current rules at all SCCA Solo events, especially at Divisional and National level events.”

Comment: The previous rule, which had been in place for over 30 years, has become increasingly less relevant with the advent of the rules being available on the SCCA web site and has come to be viewed as an unneeded bureaucratic requirement for entrants to show their rule book at registration. However, the revenue generated from rule book sales has been used to offset a portion of the costs associated with the development and maintenance of the rules, including Tech Services. Therefore, this revenue will be replaced by increases in National Solo entry fees and the optional Solo License. The Solo Rules will continue to be available for purchase in their traditional book form.

To change Section 4.1.B to: Drivers are responsible for knowing and understanding the SCCA National Solo Rules. Ignorance of the rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that drivers have a copy of the current rules at all SCCA Solo events, especially at Divisional and National level events.

Appendix B: CRB Rules Changes

STATUS OF WORK ITEMS

GCR Revision: The GCR Advisory Committee has reviewed comments received from BoD members and Executive Stewards. Their responses have been submitted separately. The CRB recommends adoption of the revised GCR as submitted. (See next item for Appendix C changes.)

15 Year-Old Permits: Some adjustments to the GCR language have been made in response to staff requests as a result of their efforts to implement the program. As approved by the BoD in November, a 15 year-old who satisfies the requirements for issuance of a National license would continue to carry the permit until reaching the age of 16. The staff would prefer treating the 15 Year-Old Permit in the same way as the existing Novice Permit – upon completion of the requirements for a National license, the permit would be replaced by a National competition license and the logbook would no longer be necessary. Two versions of Appendix C and related changes to other parts of the GCR are attached to implement either method depending on the BoD's preference. (The two versions begin on pages 16 and 22.)

Safety Harness Expiration Extension: No new information.

Head and Neck Restraint Implementation Plan: In response to the BoD's request for a plan to implement mandatory head and neck restraints, the CRB notes that it recently recommended not adopting a mandatory rule, but supports strongly encouraging the use of head and neck restraints. The CRB confirms that recommendation now. If a mandatory requirement is to be added, we suggest that it be effective 1/1/2011 and only head and neck restraints that are FIA or SFI 38.1 certified be accepted.

Runoffs Invitations: The CRB recommends that the qualifications for Runoffs eligibility for 2010 be modified so that competitors are required to start four National races and finish 3 of those races (as was the case prior to 2009). In addition, the CRB recommends the requirement that competitors be among the top ten in their class in their division of record be removed. Specific language for these recommendations is included below.

2010 Runoffs Schedule: At its October meeting, the BoD voted to include all National classes to participate in the 2010 Runoffs. Our goal is to have as few combined race groups as possible, but because of the limited number of sessions available, it is possible that in one case we may need to combine three classes in one race group. This is due to the inclusion of STO and ST, both of which can be grouped well only with T1.

Proposed Rules Changes

GCR – December

Item 1. Effective 1/1/10: Change Note 2 of section 9.1.12, as follows:

For the purposes of this section, ~~GTL shall be considered a new class from 2006~~; T3 and Spec Miata *shall be considered new classes* from 2006 and STO, and STO, STU, FE and Formula 1000 from 2007.

Housekeeping changes.

Item 2. Effective 1/1/10: To meet the requirements of the motion passed by the BoD, change section 3.9.2.E, as follows:

~~Those classes attaining an average of 2.5 cars or better per race, as defined in 9.1.12, in the previous year of national racing shall be invited to the following year's Runoffs. All National classes are invited to the Runoffs. If there are not at least 10 Runoffs entries in a given class, a National Champion will not be recognized in that class.~~

Housekeeping changes.

Item 3. Effective 1/1/10: In 9.3.26.A, Prohibited Compounds table, change the allowed amount of benzene from 2.0% to 5.6%.

The EPA allows up to 4.9% benzene by volume (5.6% by weight) to be sold in areas that do not require reformulated gasoline. The EPA expects to lower that level in the next few years, but our competitors who use street fuels might currently encounter higher levels of benzene than we would prefer to allow.

Item 4. Effective 1/1/10: Modify 3.9.1.F.4 (revised GCR) as follows:

4. Change of Division. A driver may change his Division of Record by separately notifying in writing the Club Racing and the Membership Departments in the National Office, and his newly designated Region of Record in the incoming division prior to the beginning of the third National race *weekend* in either the incoming or the outgoing division – whichever is earlier. It is the driver's responsibility to ensure that all three parties are notified within the allowed time.

Multiple double National weekends early in a division's season may cause competitors to miss the current deadline.

Item 5. Effective 1/1/10: Modify pages ii and iii to reflect the intent to make the electronic edition of the GCR the primary reference. Please see attached revisions on page 13.

Housekeeping changes.

Item 6. Effective 1/1/10: Modify 3.9.2 as follows:

3.9.2. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to ~~the highest placing~~ *all* drivers from each Division Championship who meet the invitation qualifications. The SCCA Runoffs are conducted under the provisions of 3.1.1. and determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

Invitations are issued to ~~the highest placing~~ *all* drivers in each Runoffs-eligible class in each Division Championship based on the following minimum qualifications:

1. The driver must *start at least 4 National races and* finish at least ~~4~~ 3 National races in the current race season.
2. At least 2 of these 4 National races must have been in his Division of Record.
3. He must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).
4. If a driver has designated a division/class combination for additional class qualification, he must meet the requirements of 3.9.1.A. and 3.9.1.F.3.

These changes are to implement the CRB's request regarding Runoffs invitations.

Touring/Showroom Stock – November

Item 7. Effective 1/1/10: Add the following sentence to the end of section 9.1.7.E.8:

Cars equipped with lug bolts may convert to wheel studs and lug nuts.

Some cars with lug bolts have been experiencing loosening of the bolts. This is purely a safety-related change.

American Sedan – December

Item 8. Effective 1/1/10: Change section 9.1.6.D.4.d.9, as follows:

The use of offset steering rack bushings is permitted. ~~Offset tie rod ends for bump steer correction are allowed. Tie rods and tie rod ends may be modified or replaced.~~ Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

This allows consistent implementation of alternate rod ends across all cars in class.

Item 9. Effective 1/1/10: Clarify 9.1.6.D.1.l and 9.1.6.D.1.m as follows:

- I. Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from the cylinder head(s) further than one (1) inch in from the manifold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. *The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than .800 inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port.*

Any modification of the cylinder head beyond that permitted in ~~Section D.1.l., (below)~~ in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications.

Valve guide material is unrestricted.

Milling of the cylinder head to increase compression ratio is permitted.

Any or all valve seats may be replaced. Valve seat material must be ferrous.

The combustion chamber may be repaired or modified in the area shown in Section F – Engine Build Sheets, Drawing 2 to repair or prevent pitting or damage between the intake and exhaust valves. This repair/modification may serve no other purpose.

- m. ~~Solid, one-piece steel or stainless steel (no titanium/titanium alloy) intake and/or exhaust valves are permitted. Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted.~~ Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. *Valve length and valve stem installed height is open. Any valve seal may be used. A valve job will consist of 3 valve angles ("Valve Angles") only not including the Throat Cut angle. Each of these Valve Angles is open. The widths of the Valve Angles on the head and on the valve are open. The Valve Angles must not extend off the seat into the aluminum or cast iron casting at the top or bottom of the seat. Additional valve specifications are listed in Section F – Engine Build Sheets.* ~~Valve and~~ Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1 & 2.

These changes are intended to clarify what modifications may be made to AS cylinder heads. They are a direct result of issues encountered at the 2009 Runoffs. The figures for these sections are attached.

Spec Miata – December

Item 10. Effective 1/1/10: Add the following sentence to the end of section 9.1.8.C.1.f:

The OEM clutch line may be replaced with a steel braided line.

Allows Aeroquip type clutch lines to mitigate costs of failed OEM lines.

Item 11. Effective 1/1/10: In an effort to clarify the Miata engine rules, remove the current section 9.1.8.C.1 in its entirety and replace it with the following:

C. AUTHORIZED MODIFICATIONS

The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 9. Permitted components or modifications must not perform a prohibited function. Updating or backdating is not allowed for any car, model, specification, or component, except as specifically authorized in these rules.

A Mazda factory shop manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual may be in the form of printed material, microfiche, CDs, DVDs, and/or Internet access to manufacturer sponsored web-based databases. The manual is intended to aid scrutineers in identifying parts and the configuration of the

automobile.

All engines and internal components used in rebuilding or refurbishment must have been offered for sale by Mazda in the US for the correct year and VIN of car, except as otherwise provided for in these rules. This rule prevents use of aftermarket parts or Mazda parts of incorrect specification or application.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions must adhere to the published factory service procedures, except as otherwise stated in these rules. No components may be added or omitted from those specified by the published factory service procedures. All components must be standard dimensions.

Any water pump, timing belt, or alternator of original equipment manufacturer design, dimensions, and specification may be used.

The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, internal transmission or differential surface, internal or external surfaces of the exhaust manifold or down tube is prohibited.

If the factory manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is allowed in these rules. Compliance of such parts will be determined by comparison to new parts delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified. Compliance of such parts will be determined by comparison to new parts from the supplier.

1. Engine Modifications

a. General

- 1) No modifications to this engine are allowed, except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, as well as electrical, cooling, and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Mazda factory service manual.
- 2) Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts. No balancing, blue printing, lightening, polishing, or other modification of moving parts of the engine is permitted. All parts in the engine must be stock Mazda OEM parts unless specified in this rule set. For all Mazda part numbers in these specifications, superseding part numbers are considered equivalent.

b. Block

The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum diameter as shown in the following table:

Model Years	Maximum Diameter (inches)
90-93	3.076
94-05	3.273

Cast iron cylinder liners (sleeves) may be installed to restore damaged or worn cylinder bores to the original dimension. Re-boring to over size is prohibited.

c. Crankshaft

The stock Mazda Miata crankshaft must be used with no modifications allowed, as shown in the following table, which also displays minimum weights (not including pilot bearing or hardware):

Model Year	Part Number	Minimum Weight (lbs)
90-93 (short nose)	B617-11-300	26.5
90-93 (long nose)	B6S7-11-300A	26.5
94-05	BP06-11-300D	35.6

Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard ranges as allowed in the Mazda factory service manual. The crank triggers must not be altered or modified in any way. The crank pulley/balancer must not be altered or modified in any way.

d. Connecting Rods

Mazda part number B6S7-11-210E must be used. Minimum connecting rod weight with cap and bolts is 537 grams.

e. Pistons

Mazda OEM standard size pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o wrist pin and hardware (grams)	Minimum Weight Wrist Pin (grams)
90-93	B6Z2-11-SA0C	271.5	86.0
94-97	BPY11-11-SA0A	291.5	80.0
99-00	BPZ0-11-SA0	290.0	80.0
01-05	BPZ3-11-SA0	290.00	80.0

The use of oversize pistons is not permitted. No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

f. Cylinder Head

The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum height of the cylinder heads are maintained. The minimum heights of the cylinder heads as measured in the factory service manual allowed are shown in the following table:

Model Years	Minimum Height (inches)
90-93 (1.6L)	5.245
94-05 (1.8L)	5.255

The cylinder head must not be ported, polished, or machined. The original casting must not be modified in any way or polished unless specified below.

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

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

All dimensions in the following table will be measured with go/no go tooling.

Engine	Maximum Intake Throat Diameter (inches)	Maximum Exhaust Throat Dimensions (inches)	Maximum Throat Depth (from bottom of ferrous valve seat (millimeters)
1.6L	1.095	0.948	12
1.8L	1.178	1.020	9

Unshrouding of the valves is strictly prohibited. There must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is **not** to be blended by hand, machined, or chemically processed to create a smooth transition. This dimension will be measured with go/no go tooling. The maximum dimensions are listed below, measuring guide centerline to chamber edge:

Engine	Maximum Intake Valve Relief Cut radius (inches)	Maximum Exhaust Valve Relief Cut radius (inches)
1.6L	0.687 Radial	0.600 Radial
1.8L	0.760 Radial	0.675 Radial

g. Camshaft

Camshafts must comply with the official camshaft specifications as supplied by the SCCA Club Racing Tech Department. The camshaft and crankshaft sprockets must be as supplied by Mazda. Cam timing must not be altered; the belt must be installed as specified in the Mazda factory service manual.

h. Valves

OEM valves must be as supplied by Mazda. Valve location or angle must not be moved. Reshaping of the valves is strictly prohibited. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OEM parts. Valve stem installed height must be per the Mazda factory service manual. Valve stem seals must be Mazda OEM parts. Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below.

A valve job will consist of only three flat angles; radius cuts are not allowed. A 45 degree seat angle must be used, which may vary in width from .030 inch to .050 inch. To narrow or correctly position the face angle, a bottom angle of 70 degrees must be used. To narrow or correctly position the face angle, a top cut of 30 degrees may be used. All angles must stay on the cast steel block portion of the seat. The angles must not extend off the seat into the aluminum casting at the top or bottom of the seat.

i. Valve Springs

Valve springs are Mazda OEM as specified in the Mazda factory service manual. Valve spring shims are not permitted except the one standard shim that is used under every valve spring. Only the Mazda shim may be used and the OEM dimensions must be maintained.

j. Compression Ratio

Maximum allowed compression ratios are shown in the following table:

Model Years	Compression Ratio
90-93	9.4:1
94-97	9.0:1
99-00	9.5:1
01-05	10.0:1

Carbon may be removed from combustion chambers, valves, and pistons.

k. Intake Manifold

The intake manifold must be stock Mazda parts, without any material added or removed. No coating is permitted on the exterior or interior of the manifold. Injectors must be stock Mazda OEM parts, correct for the model year of the car. All air entering the intake tract shall pass through the fuel injection air inlet.

- 1.6L cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.
- 1.6L cars may open and adjust, but not modify, the OEM airflow meter. For 1.6L cars, the position of the air flow meter may be moved provided it remains attached to the unmodified factory intake tube.
- 1.8L cars must use the stock air box, but the air filter element is unrestricted. Mass air flow sensors may not be modified, adjusted or opened.
- 1.8L cars must use an air restrictor plate. The restrictor plate must be placed between the throttle body and plenum. All intake air must pass through the restrictor plate. Restrictor plates must be the proper size as listed in the specification table, must be from Mazdaspeed Motorsports Development or from SCCA Enterprises, and must not be modified.

l. Fuel system

The fuel pump and fuel pressure regulator must be Mazda OEM parts and unaltered. Unleaded fuel filler trap door and restrictor plate in filler neck may be removed. Refer to GCR Section 9.3.26 for permitted fuel specifications and for the required fuel sample acquisition port.

m. Exhaust system

The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

The 1999-05 Miatas with California emissions equipment may substitute the Federal OEM exhaust manifold and ECU for the OEM CA exhaust manifold and catalytic converter.

The post catalytic converter oxygen sensor may be disabled, replaced, relocated, or removed; the resulting hole (if present) may be plugged. Original exhaust system heat shields may be removed.

The factory exhaust system beyond the OEM front down pipe may be replaced, provided the following are true:

- The replacement system retains the original configuration (i.e., single tube design) and the tubing is a maximum of 2.25 inches outside diameter.
- The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system.
- No expansion chambers. A single muffler may be added.
- The system meets all event specific sound requirements.
- A catalytic converter may be gutted, removed, or replaced with a catalytic converter replacement pipe. The replacement pipe must not exceed 17.5 inches in length and have an outside diameter no greater than 2.375 inches.
- No portion of the exhaust may be wrapped with any type of insulating tape, nor shall any portion of the exhaust, internal or external, be coated with any thermal coatings.

n. Lubrication System

The oil pan must be as supplied by Mazda. No modifications are permitted. The windage tray must be used and must not be modified in any way.

o. Cooling System

- The water pump must be a Mazda or an OEM equivalent part. The water pump pulley must be the stock Mazda part. No modifications are permitted.
- Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and mounted in the stock location.
- Thermostats may be modified, removed, or replaced.
- All cars may install the upper radiator seal, p/n NA75-50-OK7A.
- A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator and contained within the bodywork.

p. Electrical Equipment

The ECU and engine electrical harness must be as supplied by Mazda. No modifications are permitted. The ECU maps and inputs must not be modified.

Ignition coils must be stock Mazda parts. No modifications are permitted.

All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted.

The alternator may be OEM equivalent. The alternator drive pulley must be stock. The alternator must not be disabled in any way. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability.

Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight, and are fitted in the standard location. Additional battery hold-down devices may be used and are strongly recommended.

q. Flywheel

The stock Mazda flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.

The following table provides minimum weights with pilot bearing:

Model Years	Minimum Weight (lbs)
90-93	17.6
94-05	17.0

The 94 model year may use the flywheel from the 95-05 model years. If the 1994 flywheel is used, it must weigh a minimum of 18.5 lbs.

r. Clutch

All cars must use either the stock OEM pressure plate or the ACT pressure plate (Mazdaspeed p/n: 0000-0205401-SS – 1.6L cars or 0000-0205404-AC – 1.8L cars). The unmodified pressure plate must be bolted directly to the stock, unmodified flywheel.

Any clutch disk may be used.

s. Miscellaneous

The use of the following non-standard replacement parts is permitted provided use does not result in any unauthorized modification of any other component.

- Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Mazda.)
- Gaskets and seals, except those specified in the above rules
- Mechanical tachometer and analog gauges
- Oil and lubricants

This rewrite of the SM engine rules has been coordinated with all the major SM engine builders to achieve specifications that are clear and can be reliably enforced by tech personnel.

CAR RECLASSIFICATIONS

Production

Item 12. Lotus 7 and Lotus 7 America to HP at 1,550 lbs.

Touring/Showroom Stock

Item 13. Celica GTS to SSC, without the TRD suspension kit and limited slip, at 2,910 lbs; with Canton Accusump #24-260, sandwich #24-700, valve #24-260, and related hoses and brackets.

Item 14. 350Z may remain in T2 as specified, and may change to T3 with the following adjustments:

- 8 inch wide wheels
- 245 maximum tire size
- Remove all Nismo suspension
- Add 31 mm SIR, which will be monitored for performance
- Weight at 3,268 lbs

All reclassifications are to create more competitive places for these cars to run.

Attachment for Item 5.

GCR page ii:

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Printed in the United States of America

[Note: Remainder of page — Registered Trademarks — unchanged]

GCR page iii:

The General Competition Rules of the Sports Car Club of America are intended to assist in the orderly conduct of race events. They are in no way a guarantee against injury or death to participants, spectators, or others. No express or implied warranties of safety or fitness for a particular purpose are intended or shall result from publication of or compliance with these rules.

FOREWORD

~~The General Competition Rules (GCR) of the Sports Car Club of America are intended to assist in the orderly conduct of race events. It is hoped that the layout The organization of the GCR will should be of benefit to users. It must be remembered however, that the GCR is a reference book, and not a novel. To find the answer, the reader must first know the question. The index will help, but the Table of Contents will give a good idea of the general layout.~~

Electronic and printed editions of the GCR are available. The electronic edition may be updated during the calendar year and will be available on the SCCA web site. The electronic editions take precedence over the printed edition. Express permission is granted members and others to transmit and use the electronic editions for purposes related to SCCA Club Racing activities.

~~Effective January 1st, of each year, all editions of the SCCA General Competition Rules and all Court of Appeals rulings are superseded by the following SCCA General Competition Rules.~~

~~All dimensions are in inches unless otherwise noted.~~

~~The masculine pronouns he, him, his will be used generically, without actual reference to gender.~~

[Note: remainder of page unchanged.]

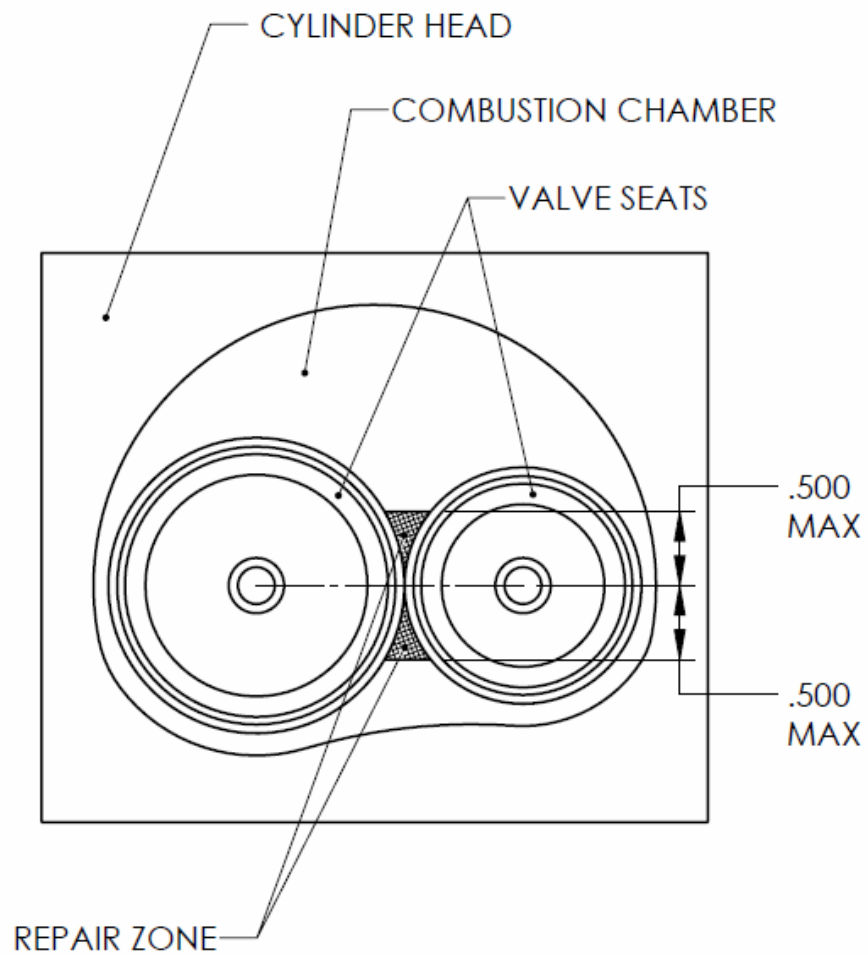
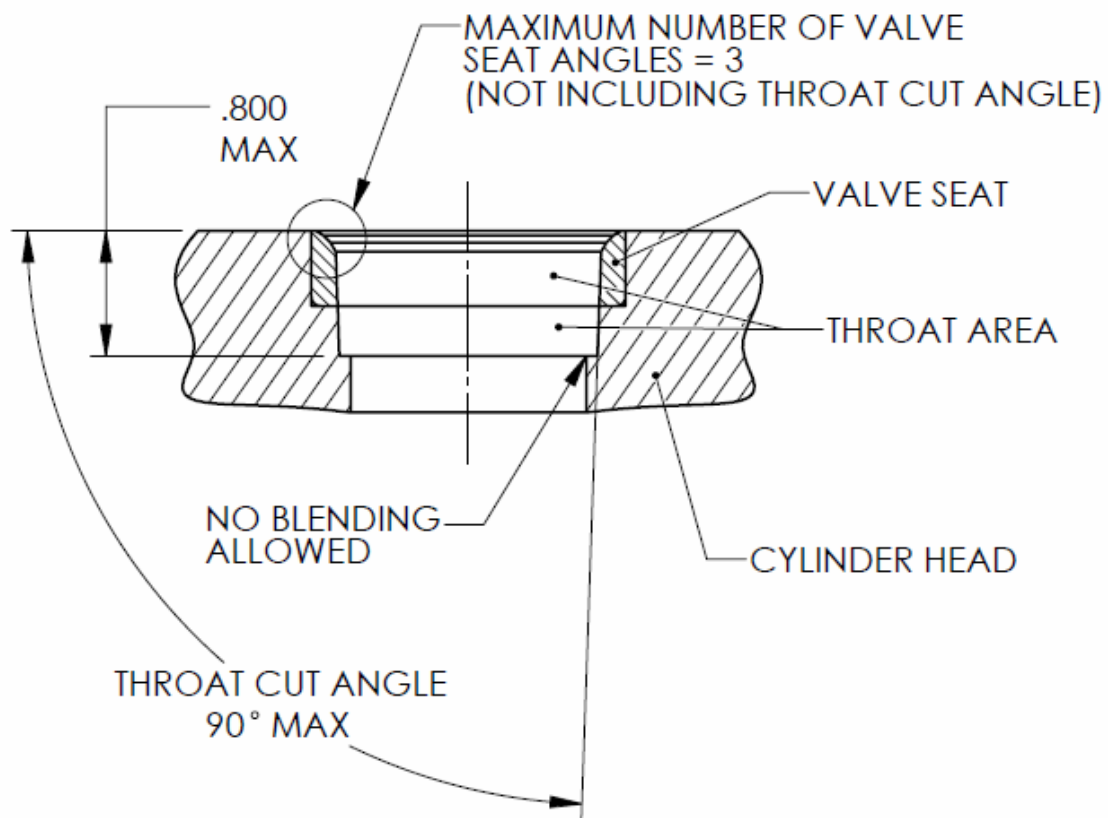


FIGURE 2. Aluminum Cylinder Head Repair Zone



DRAWING 1. Valve Seat Cutting Dimensions

The following includes the provisions for a 15 Year-Old Permit for the case where the Permit is required to be used for as long as the driver is 15 years old.

APPENDIX C: PARTICIPANT LICENSING

1. OFFICIAL'S LICENSING AND TYPES

1.1. Official

1. Regional
2. Divisional
3. National
4. Senior

1.2. Steward

1. Steward-in-training
2. Regional
2. Divisional
3. National
4. Senior

1.3. Licensing Requirements

- A. Only SCCA members may be licensed.
- B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official web site, and by mail from the SCCA National Office.
- C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.
- D. Following the initial year, the renewal minimums are as follows:
 1. Regional Renewal : Six (6) days at SCCA Sanctioned events in the preceding 12 months.
 2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.
 3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.
- E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.
- F. Upgrading to the next level of license is dependent upon the specialty.
- G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

1.4. Licensing Minors

- A. The SCCA defines a Minor as an individual between 16 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:
 1. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 2. A completed Minor's Assumption of Risk Acknowledgment.

2. COMPETITION LICENSES

2.1. Medical Requirements

- A. Everyone who applies for a Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form. The Form must be submitted every 5 years for applicants ages 15-35; every 2 years for applicants ages 36-59; and every year for applicants age 60 and over. The examination date cannot be more than 3 months before the Competition License or Permit application date. A new Form is not required for a 15 year-old Permit holder or Novice Permit holder applying for a Regional or National License, provided the current Form is within the specified term for his age group. The Form remains valid only when a member maintains continuous SCCA membership and license.
- B. An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chairman provided there is no medical condition identified on the Form which requires review by the Medical Advisory Board.
- C. Forms are available from Regions, from the National Office, and on SCCA's web site, www.scca.com.
- D. Many medical conditions affect a competitor's fitness. Certain conditions will be automatically reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether a competitor should be issued a license. Specific medical conditions that preclude issuing a license are varied and change with improving medical treatments. The medical reasons for denying a license will be explained to the applicant. Actions of the Medical Review Board are final and are not subject to protest.
- E. A competitor who is issued a license under medical waiver must submit the Form annually.

2.2. Credit Toward License

- A. To qualify for renewing or upgrading a license, a competitor must participate in the minimum number of SCCA races specified in the chart, below. However, no license credit shall be given for the following:
 - 1. Drivers Schools
 - 2. Races held as part of a Drivers School
 - 3. Events not sanctioned by the SCCA
 - 4. Events resulting in a DNS or DNF
- B. A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number.

2.3. Competition Licensing Requirements

The chart below shows the standard licensing requirements and progressions.

2.4. Additional Licensing Information

- A. All 15 Year-Old Permit, Novice Permit and License applications must be signed by the applicant and sent, along with all required paperwork and fees to the following address:

Sports Car Club of America, Inc.
Competition License
6700 SW Topeka Blvd., Building 300
Topeka KS 66619

- B. An applicant for any Permit or License who requests expedited processing must add an additional \$125 to the license fee shown on the chart. The special handling fee guarantees a 24 hour business day turn-around and the License is returned via Federal Express.
- C. License Renewal/Upgrade Forms are mailed automatically to Regional, Vintage, and National License holders in advance of the expiration of the current License.
- D. An applicant's Divisional Driver Licensing Administrator, or the National Administrator of Driver Licensing, or the Club Racing Department may waive some or all of the participation requirements for issuing or renewing a Regional, Vintage, or National License. Anyone not meeting the participation requirements for Regional, Vintage, or National License (upgrade or renewal) is advised to contact one of these sources to request a waiver.
- E. In addition to the basic items for each license level and upgrade in the chart above, please note the following sections, particularly with respect to licensing Minors, below.

LICENSE LEVEL	SCCA MEMBER TYPE	AGE	WHO MAY ISSUE THE LICENSE	APPLICATION	MEDICAL FORM	FEE	GCR	TERM	OTHER
15 YEAR-OLD PERMIT	Individual/Family/ First Gear in good old standing	15 years	National Office Only	Novice Permit Application	Required	\$110 (Region retains \$40)	Included	2 years (convert to Novice Permit in 2 nd year)	2 Passport Photos + Proof of Age + Parent/ Guardian Permission + Divisional Licensing Chairman Approval
NOVICE PERMIT	Individual/Family/ Spouse/First Gear older in good standing	16 years or older	National Office or National/ Divisional/ Regional Driver Licensing Administrator	Novice Permit Application	Required	\$110 (Region retains \$40)	Included	2 years	2 Passport Photos + Proof of Age + Operator's Permit/State Driver's License allowing solo motor vehicle operation
NOVICE TO REGIONAL	Same as Above	Same as Above	National Office	Completed Novice Permit + Regional License Application	When needed	\$80	Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO VINTAGE	Same as Above	Same as Above	Same as Above	Completed Novice Permit + Vintage License Application	When needed	\$55	Not Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO NATIONAL	Same as Above	Same as Above	Same as Above	Completed Novice Permit + National License Application	When needed	\$90	Included	2 years	Complete School Requirements + 2 Regional Races on Permit + Results of 4 Additional Regional Races. All in prior 24 months.
REGIONAL RENEWAL	Same as Above	Same as Above	Same as Above	Regional License Renewal Application	When needed	\$80	Included	1 year	Results of 2 Regional Races or 2 Vintage Races from the prior 12 months
VINTAGE RENEWAL	Same as Above	Same as Above	Same as Above	Vintage License Renewal Application	When needed	\$55	Not Included	1 year	Results of 2 Vintage Races or 2 SCCA Regional Races from the prior 12 months
REGIONAL TO NATIONAL	Same as Above	Same as Above	Same as Above	National License Application	When needed	\$90	Included	1 year	Results of 4 Regional Races from the prior 12 months on a Regional License
NATIONAL RENEWAL	Same as Above	Same as Above	Same as Above	National License Renewal Application	When needed	\$90	Included	1 year	Results of 3 SCCA National/Pro/FIA events or 2 SCCA National/Pro/FIA events + 1 Regional Races or 4 Regional Races

2.5. Licensing Minors

- A. The SCCA defines a Minor as an individual between 15 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- B. Only the Club Racing Office may issue a Novice Permit to a Minor. In addition to the paperwork and fees indicated on the chart, above, a Minor applicant must submit the following to the Club Racing Office:
 - 1. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 - 2. A completed Minor's Assumption of Risk Acknowledgment.
 - 3. A photocopy of both sides of his State Operator's Permit/Drivers License.
- C. Only the Club Racing Department may waive Drivers' School, Regional, Vintage, or National License participation requirements for a Minor.

2.6 15 Year-Old Permits

A 15 Year-Old Permit is a provisional license for young drivers with previous racing experience in karts, quarter-midgets, etc.

Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 15 Year-Old Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 15 Year-Old Permit be issued. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Club Racing Office.

A 15 Year-Old Permit will be issued in the form of a special logbook with a distinctive cover. It must be used for all driver school and race events until the driver reaches the age of 16. If the requirements for a regional license are not fulfilled by the time the driver reaches the age of 16, the 15 Year-Old Permit shall be returned to the Club Racing Office to be replaced by a Novice Permit. Any successfully completed Driver Schools and races will be transferred to the Novice Permit.

15 Year-Old Permit logbooks may be issued only by the Club Racing Office.

At every driver school and every race, the permit logbook must be presented to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate logbook page at the end of the event.

At any event (school or race), the Chief Steward may recommend revocation of the logbook.

In addition to the successful completion of the required driver school(s), the Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.

A 15 year-old must complete his first driver school in a car from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, ITA, ITB or ITC. Upon successful completion of the first school, any car may be used thereafter.

No 15 year-old will be allowed to race without having successfully completed at least one SCCA driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools subject to the approval of the Divisional Driver Licensing Administrator.

The 15 Year-Old Permit is treated as a Novice Permit for the purposes of license upgrades, however the logbook will be used as the license regardless of the events (Regional or National) for which the driver is eligible.

2.7. Novice Permit

A Novice Permit is a training license for student drivers as they develop the experience necessary to safely race with the SCCA.

- A. After submitting the required materials, an applicant will receive his Novice Permit with one photo attached. The Permit must be presented at Drivers School and subsequent SCCA races until replaced by a Competition License.
- B. A Novice Permit is valid for 24 months with continuous SCCA membership. However, Novice Permit holders over age 60 and those requiring a medical waiver must submit the Medical Form annually for the Permit to remain in effect.
- C. A Novice Permit holder who does not complete requirements to upgrade to a Regional or Vintage License by the expiration date of the Permit must start over with no credit for previous schools or races.
- D. Successful completion of 2 SCCA Drivers Schools or their equivalent is required before a Novice Permit holder may race. The following must be noted in the Novice Permit:
 - 1. A total of at least 6 hours of in-car, on-course time.
 - 2. A Satisfactory rating in at least 2 SCCA Drivers Schools.
 - 3. The Signature of the Chief Steward indicating participation in each School attended.
- E. Novice Permit holders may offer equivalencies to replace one or both SCCA Drivers Schools.

1. The Chief Steward of an SCCA Drivers School or the Novice Permit holder's Divisional Licensing Chairman may waive all or part of the Drivers School requirements for drivers with prior racing experience.
 2. The Chief Steward of an SCCA Drivers' School, the Novice Permit holder's Divisional Licensing Chairman, or the Club Racing Department may give credit for one SCCA School to a driver who submits evidence of having successfully finished an SCCA accredited private drivers' school after that driver has completed 3 hours of in-car, on-course time in SCCA Drivers School.
 3. The Chief Steward of an SCCA Drivers' School, the Novice Permit holder's Divisional Licensing Chairman, or the Club Racing Department may give credit for two SCCA Schools to a driver who submits evidence of having successfully completed two SCCA accredited private drivers' schools.
 4. Club Racing will publish the list of accredited private schools whose curricula and methods have been approved and who have submitted a service fee to the SCCA.
- F. Drivers who have fulfilled the Drivers School requirements complete the Novice Permit by successfully competing in two Regional races within the 2 year term of the Permit. The Chief Steward for each race must sign the Permit to indicate participation.

When the second Regional Race is credited, the Chief Steward or Chairman SOM for that event must also sign the Permit acknowledging completion of the Novice Permit requirements. If the Chief or Chairman will not sign the Permit, a Novice Permit holder may appeal that decision to his Divisional Licensing Chairman for a final decision.

- G. A Novice Permit may be revoked by the holder's Divisional Licensing Chairman upon the recommendation of the event Chief Steward.

2.8. Regional License

- A. A driver who has finished all Novice Permit requirements, including the acknowledgment signature of the Chief Steward or Chairman SOM, may follow the directions in the Permit to apply for an upgrade to a Regional License. For the three consecutive weekends after he has submitted his Regional License application to the National Office for processing, he may use a photocopy of the Permit as a License to race. Or he may retain the original Novice Permit to use as a License until he completes 4 Regional Races (beyond the initial 2 for the Novice Permit requirement) to earn a National License.
- B. Licenses listed in 3.1.5.C. will be accepted as equivalent to SCCA event and medical requirements for the purpose of issuing an SCCA Regional License.

2.9. National License

- A. A Regional License holder who completes requirements for a National License or who receives a waiver from his Divisional Licensing Chairman during the Regional portion of a Regional/National weekend needs only the permission of the event Chief Steward to enter the National race. Drivers competing on a 15 Year-Old Permit may not be upgraded to a National license under these circumstances.
- B. A Canadian resident holding a current ASN Professional Grade C License or higher may apply for an SCCA National License if he is an Individual, Family, Spouse, or First Gear SCCA member in good standing and submits a copy of his current ASN License and ASN Medical Form, along with the License fee.

3. CREW LICENSES

3.1. Licensing Requirements

- A. Only SCCA members may be licensed.
- B. All non-Minor SCCA members will automatically be licensed as Crew.
- C. Licenses are for one year, concurrent with the membership term.
- D. There is no participation requirement for renewal.

3.2. Licensing Minors as Crew

- A. The SCCA defines a Minor as an individual between 16 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Crew License.
- B. Only the National Office may issue a Crew License to a Minor. In addition to the Crew License Application, a Minor applicant must submit the following to the National Office:
1. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 2. A completed Minor's Assumption of Risk Acknowledgment.

4. NON-STANDARD LICENSE SITUATIONS

- A. Probation Letter as License
1. The Chairman SOM or other review committee or Court of Appeals issues a Probation Letter to temporarily replace the confiscated License of a member whose penalty is probation.
 2. The member uses the Probation Letter as a License until the terms of the probation have been met completely.
 3. When the terms are completed, the member sends the Probation Letter to the National Office and receives his License in return.

- B. **Statement of Facts Affidavit in Lieu of License**
A Statement of Facts Affidavit is available ONLY to a competitor who has received a current SCCA Competition License but does not have it in his possession at the event. A competitor whose claim to have been issued an SCCA Competition License cannot be verified is subject to automatic penalty, as specified in 7.4.D.

The following includes the provisions for a 15 Year-Old Novice Permit for the case where the Permit is required to be used until the driver turns 16 or it is replaced by a National competition license. The differences between this version and the previous version are primarily in the name of the permit and how and when it is replaced. Most of the changes are in 2.5.

APPENDIX C: PARTICIPANT LICENSING

1. OFFICIAL'S LICENSING AND TYPES

1.1. Official

1. Regional
2. Divisional
3. National
4. Senior

1.2. Steward

1. Steward-in-training
2. Regional
3. Divisional
4. National
4. Senior

1.3. Licensing Requirements

- A. Only SCCA members may be licensed.
- B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official web site, and by mail from the SCCA National Office.
- C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.
- D. Following the initial year, the renewal minimums are as follows:
1. Regional Renewal : Six (6) days at SCCA Sanctioned events in the preceding 12 months.
 2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.
 3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.
- E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.
- F. Upgrading to the next level of license is dependent upon the specialty.
- G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

1.4. Licensing Minors

- A. The SCCA defines a Minor as an individual between 15 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:
1. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 2. A completed Minor's Assumption of Risk Acknowledgment.

2. COMPETITION LICENSES

2.1. Medical Requirements

- A. Everyone who applies for a Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form. The Form must be submitted every 5 years for applicants ages 15-35; every 2 years for applicants ages 36-59; and every year for applicants age 60 and over. The examination date cannot be more than 3 months before the Competition License or Permit application date. A new Form is not required for a 15 year-old Permit holder or Novice Permit holder applying for a Regional or National License, provided the current Form is within the specified term for his age group. The Form remains valid only when a member maintains continuous SCCA membership and permit or license.
- B. An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chairman provided there is no medical condition identified on the Form which requires review by the Medical Advisory Board.
- C. Forms are available from Regions, from the National Office, and on SCCA's web site, www.scca.com.

D. Many medical conditions affect a competitor's fitness. Certain conditions will be automatically reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether a competitor should be issued a license. Specific medical conditions that preclude issuing a license are varied and change with improving medical treatments. The medical reasons for denying a license will be explained to the applicant. Actions of the Medical Review Board are final and are not subject to protest.

E. A competitor who is issued a license under medical waiver must submit the Form annually.

2.2. Credit Toward License

A. To qualify for renewing or upgrading a license, a competitor must participate in the minimum number of SCCA races specified in the chart, below. However, no license credit shall be given for the following:

1. Drivers Schools
2. Races held as part of a Drivers School
3. Events not sanctioned by the SCCA
4. Events resulting in a DNS or DNF

B. A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number.

2.3. Competition Licensing Requirements

The chart below shows the standard licensing requirements and progressions.

2.4. Additional Licensing Information

A. All 15 Year-Old Novice Permit, Novice Permit and License applications must be signed by the applicant and sent, along with all required paperwork and fees to the following address:

Sports Car Club of America, Inc.
Competition License
6700 SW Topeka Blvd., Building 300
Topeka KS 66619

B. An applicant for any Permit or License who requests expedited processing must add an additional \$125 to the license fee shown on the chart. The special handling fee guarantees a 24 hour business day turn-around and the License is returned via Federal Express.

C. License Renewal/Upgrade Forms are mailed automatically to Regional, Vintage, and National License holders in advance of the expiration of the current License.

D. An applicant's Divisional Driver Licensing Administrator, or the National Administrator of Driver Licensing, or the Club Racing Department may waive some or all of the participation requirements for issuing or renewing a Regional, Vintage, or National License. Anyone not meeting the participation requirements for Regional, Vintage, or National License (upgrade or renewal) is advised to contact one of these sources to request a waiver.

E. In addition to the basic items for each license level and upgrade in the chart above, please note the following sections, particularly with respect to licensing Minors, below.

LICENSE LEVEL	SCCA MEMBER TYPE	AGE	WHO MAY ISSUE THE LICENSE	APPLICATION	MEDICAL FORM	FEE	GCR	TERM	OTHER
15 YEAR-OLD PERMIT	Individual/Family/ First Gear in good old standing	15 years	National Office Only	Novice Permit Application	Required	\$110 (Region retains \$40)	Included	2 years	2 Passport Photos or State issued Photo Id+ Proof of Age + Parent/Guardian Permission + Divisional Licensing Chairman Approval
NOVICE PERMIT	Individual/Family/ Spouse/First Gear older in good standing	16 years or older	National Office or National/ Divisional/ Regional Driver Licensing Administrator	Novice Permit Application	Required	\$110 (Region retains \$40)	Included	2 years	2 Passport Photos + Proof of Age + Operator's Permit/State Driver's License allowing solo motor vehicle operation
NOVICE TO REGIONAL	Same as Above	Same as Above	National Office	Completed Novice Permit + Regional License Application	When needed	\$80	Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO VINTAGE	Same as Above	Same as Above	Same as Above	Completed Novice Permit + Vintage License Application	When needed	\$55	Not Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO NATIONAL	Same as Above	Same as Above	Same as Above	Completed Novice Permit + National License Application	When needed	\$90	Included	2 years	Complete School Requirements + 2 Regional Races on Permit + Results of 4 Additional Regional Races. All in prior 24 months.
REGIONAL RENEWAL	Same as Above	Same as Above	Same as Above	Regional License Renewal Application	When needed	\$80	Included	1 year	Results of 2 Regional Races or 2 Vintage Races from the prior 12 months
VINTAGE RENEWAL	Same as Above	Same as Above	Same as Above	Vintage License Renewal Application	When needed	\$55	Not Included	1 year	Results of 2 Vintage Races or 2 SCCA Regional Races from the prior 12 months
REGIONAL TO NATIONAL	Same as Above	Same as Above	Same as Above	National License Application	When needed	\$90	Included	1 year	Results of 4 Regional Races from the prior 12 months on a Regional License
NATIONAL RENEWAL	Same as Above	Same as Above	Same as Above	National License Renewal Application	When needed	\$90	Included	1 year	Results of 3 SCCA National/Pro/FIA events or 2 SCCA National/Pro/FIA events + 1 Regional Races or 4 Regional Races

2.5. Licensing Minors

A. The SCCA defines a Minor as an individual between 15 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.

B. Only the Club Racing Office may issue a Novice Permit to a Minor. In addition to the paperwork and fees indicated on the chart, above, a Minor applicant must submit the following to the Club Racing Office:

1. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
2. A completed Minor's Assumption of Risk Acknowledgment.
3. A photocopy of both sides of his State Operator's Permit/Drivers License.

C. Only the Club Racing Department may waive Drivers' School, Regional, Vintage, or National License participation requirements for a Minor.

2.6 15 Year-Old Novice Permits

A 15 Year-Old Novice Permit is a provisional license for young drivers with previous racing experience in karts, quarter-midgets, etc.

Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 15 Year-Old Novice Permit be issued. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Club Racing Office.

A 15 Year-Old Novice Permit will be issued in the form of a Novice Permit with a distinctive cover. It must be used for all driver school and race events until the driver reaches the age of 16. If the requirements for a regional license are not fulfilled by the time the Novice Permit expires, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office to be replaced by a Novice Permit. Any successfully completed Driver Schools and races will be transferred to the new Novice Permit.

15 Year-Old Novice Permit logbooks may be issued only by the Club Racing Office.

At every driver school and every race, the permit logbook must be presented to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate logbook page at the end of the event.

At any event (school or race), the Chief Steward may recommend revocation of the logbook.

In addition to the successful completion of the required driver school(s), the Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.

A 15 year-old must complete his first driver school in a car from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, ITA, ITB or ITC. Upon successful completion of the first school, any car may be used thereafter.

No 15 year-old will be allowed to race without having successfully completed at least one SCCA driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools subject to the approval of the Divisional Driver Licensing Administrator.

The 15 Year-Old Novice Permit is treated as a Novice Permit for the purposes of licensing while participating in Driver Schools and Regional events.

2.7. Novice Permit

A Novice Permit is a training license for student drivers as they develop the experience necessary to safely race with the SCCA.

A. After submitting the required materials, an applicant will receive his Novice Permit with one photo attached. The Permit must be presented at Drivers School and subsequent SCCA races until replaced by a Competition License.

B. A Novice Permit is valid for 24 months with continuous SCCA membership. However, Novice Permit holders over age 60 and those requiring a medical waiver must submit the Medical Form annually for the Permit to remain in effect.

C. A Novice Permit holder who does not complete requirements to upgrade to a Regional or Vintage License by the expiration date of the Permit must start over with no credit for previous schools or races.

D. Successful completion of 2 SCCA Drivers Schools or their equivalent is required before a Novice Permit holder may race. The following must be noted in the Novice Permit:

1. A total of at least 6 hours of in-car, on-course time.
2. A Satisfactory rating in at least 2 SCCA Drivers Schools.
3. The Signature of the Chief Steward indicating participation in each School attended.

E. Novice Permit holders may offer equivalencies to replace one or both SCCA Drivers Schools.

1. The Chief Steward of an SCCA Drivers School or the Novice Permit holder's Divisional Licensing Chairman may waive all or part of the Drivers School requirements for drivers with prior racing experience.
2. The Chief Steward of an SCCA Drivers' School, the Novice Permit holder's Divisional Licensing Chairman, or the Club Racing Department may give credit for one SCCA School to a driver who submits evidence of having successfully finished an SCCA accredited private drivers' school after that driver has completed 3 hours of in-car, on-course time in SCCA Drivers School.
3. The Chief Steward of an SCCA Drivers' School, the Novice Permit holder's Divisional Licensing Chairman, or the Club Racing Department may give credit for two SCCA Schools to a driver who submits evidence of having successfully completed two SCCA accredited private drivers' schools.
4. Club Racing will publish the list of accredited private schools whose curricula and methods have been approved and who have submitted a service fee to the SCCA.

F. Drivers who have fulfilled the Drivers School requirements complete the Novice Permit by successfully competing in two Regional races within the 2 year term of the Permit. The Chief Steward for each race must sign the Permit to indicate participation.

When the second Regional Race is credited, the Chief Steward or Chairman SOM for that event must also sign the Permit acknowledging completion of the Novice Permit requirements. If the Chief or Chairman will not sign the Permit, a Novice Permit holder may appeal that decision to his Divisional Licensing Chairman for a final decision.

G. A Novice Permit may be revoked by the holder's Divisional Licensing Chairman upon the recommendation of the event Chief Steward.

2.8. Regional License

A. A driver who has finished all Novice Permit requirements, including the acknowledgment signature of the Chief Steward or Chairman SOM, may follow the directions in the Permit to apply for an upgrade to a Regional License. For the three consecutive weekends after he has submitted his Regional License application to the National Office for processing, he may use a photocopy of the Permit as a License to race. Or he may retain the original Novice Permit to use as a License until he completes 4 Regional Races (beyond the initial 2 for the Novice Permit requirement) to earn a National License.

B. Licenses listed in 3.1.5.C. will be accepted as equivalent to SCCA event and medical requirements for the purpose of issuing an SCCA Regional License.

2.9. National License

A. A Regional License holder who completes requirements for a National License or who receives a waiver from his Divisional Licensing Chairman during the Regional portion of a Regional/National weekend needs only the permission of the event Chief Steward to enter the National race. Drivers competing on a 15 Year-Old Novice Permit may not be upgraded to a National license under these circumstances.

B. A Canadian resident holding a current ASN Professional Grade C License or higher may apply for an SCCA National License if he is an Individual, Family, Spouse, or First Gear SCCA member in good standing and submits a copy of his current ASN License and ASN Medical Form, along with the License fee.

3. CREW LICENSES

3.1. Licensing Requirements

- A. Only SCCA members may be licensed.
- B. All non-Minor SCCA members will automatically be licensed as Crew.
- C. Licenses are for one year, concurrent with the membership term.
- D. There is no participation requirement for renewal.

3.2. Licensing Minors as Crew

A. The SCCA defines a Minor as an individual between 16 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Crew License.

B. Only the National Office may issue a Crew License to a Minor. In addition to the Crew License Application, a Minor applicant must submit the following to the National Office:

1. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
2. A completed Minor's Assumption of Risk Acknowledgment.

4. NON-STANDARD LICENSE SITUATIONS

A. Probation Letter as License

1. The Chairman SOM or other review committee or Court of Appeals issues a Probation Letter to temporarily replace the confiscated License of a member whose penalty is probation.
2. The member uses the Probation Letter as a License until the terms of the probation have been met completely.
3. When the terms are completed, the member sends the Probation Letter to the National Office and receives his License in return.

B. Statement of Facts Affidavit in Lieu of License

A Statement of Facts Affidavit is available ONLY to a competitor who has received a current SCCA Competition License but does not have it in his possession at the event. A competitor whose claim to have been issued an SCCA Competition License cannot be verified is subject to automatic penalty, as specified in 7.4.D.

Appendix C: TTAC Rules Changes

The Time Trials Administrative Council recommends the following changes be incorporated into the 2010 TTR.

Submitted by: Matt Rowe - TTAC Chairman

Item 1. Effective 1/1/10: Reason for change – correction to other accepted licenses.

Change the second sentence of section (L1 & L2 - 7.3, L3 & L4 7.6) as follows:

The following competition licenses are accepted for Time Trials events, SCCA Professional, National, Regional, Vintage and Novice. Also accepted are ~~Canadian ASN and Canada FIA~~ *Canadian ASN-FIA license*. Other types of competition licenses may be accepted per Supplemental Regulations. Any of the accepted competition licenses must meet the eligibility requirements in 7.3.1.

Item 2. Effective 1/1/10: Reason for change – update to reflect current membership programs..

Change the first sentence of section (L1 & L2 7.3.1, L3 & L4 7.6.1) as follows:

Entrants with other types of accepted competition licenses must be current SCCA Regular, Spouse ~~or~~, First Gear, *or Family* members in good standing and shall have completed the minimum number of events required for the applicable competition license during the license year.

Item 3. Effective 1/1/10: Reason for change – simplification of volunteer license renewal.

Change the first paragraph of section (L1 & L2 7.6, L3 & L4 7.11) as follows:

1. TT Volunteer
2. TT Driving Instructor
3. TT Chief Steward
4. TT Safety Steward
5. TT Tech Inspector
6. TT Course Inspector

~~The apprentice grade of any of the above licenses may be issued by any current Regional Executive or anyone holding a Specialist grade license in the category to be issued.~~

Item 4. Effective 1/1/10: Reason for change – simplification of volunteer license renewal.

Change the paragraph of section (L1 & L2 7.6.1, L3 & L4 7.11.1) as follows:

- A. ~~Apprentice~~
- B. ~~Official~~
- C. ~~Specialist~~

~~Please note that in Time Trials, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a lesser consideration. The Apprentice grade shall be used for those in training and unless expressly stated within the TTR shall have an Official license holder of the same speciality onsite. Official licensees are those who demonstrate competent service and have completed an acceptable Apprentice period. The Specialist grade will designate those who are capable of taking on leadership positions. Specialists will be responsible for training new Apprentices, and will be those who are eligible for Divisional leadership positions.~~

In the Time Trial program, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a secondary consideration.

- a. Apprentice - This grade shall be used for those in training and unless expressly stated within the TTR shall have an Official license holder of the same speciality onsite. Obtaining this level of license requires no approval and can be issued by contacting SCCA National office.
- b. Official - For those who demonstrate competent service and have completed an acceptable Apprentice period. This requires an upgrade request.

- c. **Specialist** – This grade designates those who are capable of taking on leadership positions. They will be responsible for training new Apprentices, and will be those who are eligible for Divisional leadership positions. This requires an upgrade request.

Item 5. Effective 1/1/10: Reason for change – simplification of volunteer license renewal.

Change the first paragraph of section 7.6.2 as follows:

~~The following participation guidelines are recommended for license upgrades:~~

- ~~1. License upgrades (except TT Safety Steward or TT Course Inspector) from Apprentice to Official may be obtained upon successful completion of 3 Time Trials events (in any combination) at the Apprentice grade. It is highly recommended that if possible, 2 of the 3 events should be Club Trials (Level 2) or higher.~~
- ~~2. TT Safety Steward or TT Course Inspector licenses may only be upgraded to Official licenses after completing an SCCA approved safety seminar and successful completion of 4 Time Trials events (in any combination) at the apprentice grade. It is highly recommended that if possible, 3 of the 4 events should be Track Trials (Level 3) or higher.~~
- ~~3. Successful completion of Apprentice grade event participation shall be documented and submitted with the license upgrade application. Documentation shall include the date, location, sanction number, specialty worked and signature of the specialty Official.~~
- ~~4. All license upgrades from Apprentice to Official shall be submitted to the TT Divisional Program Manager for approval.~~
- ~~5. The TT Divisional Program Manager shall endorse all approved licenses for upgrade to the Official grade of license being applied for.~~
- ~~6. All license upgrades to Official approved by the TT Divisional Program Manager, must be submitted to the Club Racing Manager for final review and approval prior to license issue.~~
- ~~7. License upgrades from Official to Specialist may be obtained upon completion of 7 Time Trials events (in any combination) at the Official grade. It is highly recommended that if possible, 2 of the events should be Club Trials (Level 2) and 4 of the events should be Track Trials (Level 3) or higher.~~
- ~~8. License upgrades from Official to Specialist grade of any TT license must be submitted to and approved by the Time Trials Administrative Council after being approved by the TT Divisional Program Manager and before being submitted to the Club Racing Manager for final review and approval prior to issue.~~

The following participation guidelines are recommended for license upgrades. Submit all upgrades on a Time Trial Official application. Information shall include the date, location/event, sanction number, specialty worked and signature, membership number of the specialty Official.

1. Apprentice to Official level upgrade requirements (except TT Safety Steward or TT Course Inspector)
 - a. Successful completion of 3 Time Trial events in any combination
 - b. Highly recommended 2 of the 3 events be Club Trials (Level 2) or higher
2. Apprentice to Official level upgrade for TT Safety Steward or TT Course Inspector
 - a. Completing an SCCA approved safety seminar
 - b. Successful completion of 4 Time Trial events in any combination
 - c. Highly recommended 3 of 4 events be Track Trials Level 3 or higher
3. Approval for Apprentice to Official upgrades will be submitted to and approved by the TT Divisional Program Manager. The application will be forward to Member Services for processing.

Item 6. Effective 1/1/10: Reason for change – Correction to arm restraint requirements based on TTSC assessment and recommendation.

Change the paragraph of section (L1 & L2 12) as follows:

A seven-point restraint harness is recommended for all events. Arm restraints are required optional on all cars but recommend

on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Dec. 1, 2009

The Club Racing Board met by teleconference on December 1, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Russ McHugh, and Jim Wheeler. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Mike Lewis, guest BoD; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-12, 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 submit your comments through www.crbscca.com.

American Sedan

Item 1. Effective 10/1/10: Change section 9.1.6.D.1.o, as follows:

~~Alternate polyurethane motor mounts are permitted.~~ *Motor mounts are unrestricted. Engine must remain in the original, or approved location. This rule pertains to all cars, including restricted preparation.*

American Sedan

Item 1. Effective 10/1/10: Change section 9.1.6.D.3.j, as follows:

~~Alternate polyurethane transmission mounts are permitted.~~ *Transmission mounts are unrestricted. This rule pertains to all cars, including restricted preparation.*

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

Formula/Sports Racing

FV: Intake manifold rules will remain the same for 2010 as they were for 2009 as approved by the BoD and published in April 2009 Fastrack. (Section 9.1.1.C.5.D.20 of the updated GCR).

An FV ad hoc committee is preparing proposals for presentation to the Formula and Sports Racing Advisory Committee. Their recommendations to the CRB will be published in a future Fastrack for comment by the FV community to determine the final 2011 manifold rules. Those recommendations may take the form of additional measurements to be employed in determining compliance of FV manifolds or the institution of a spec manifold.

This advisory is to inform the FV community that there will be changes in the rules for 2011; this information should be taken into account by competitors in 2010 with regard to existing manifolds and any purchases of new manifolds.

NOT APPROVED BY THE CRB

Formula/Sports Racing

Ban tire warmers (Aleckson). A prohibition on tire warmers in the paddock is unenforceable. Tire warmers on the grid are already prohibited.

Grand Touring

1. GT2 – 3-rotor RX7 (Tambourine). The engine has too much potential for the class.
2. GTL – Alternate cylinder head for Honda EN1 (Hargrove). Availability is limited.
3. GTL – Mazda 1800 SIR change (Prather). Inconsistent with class philosophy.
4. GTL – Remove IRS penalty (Prather). The IRS adjustment is proper for this class.

Production

1. P – Spitfire valve size discrepancy (Broring). Competitors have relied on published valve size. A change now would cause unnecessary cost.
2. P – Allow alternate rocker arms (Davis). Current rules allow lightening engine components; alternate rocker arms are inconsistent with the class philosophy.
3. P – Alternate material cowl for 240Z (Ira). Inconsistent with the class philosophy.
4. EP – Reclassify the Caterham to FP (Leigh). The car is classed appropriately.
5. EP – Reclassify the Miata (Henry). The car is already classed in EP as a level two prep car, and, thus, is appropriately classed.
6. EP – Classify the Caterham R300 (Karras). The car does not meet the manufacturing limit.
7. HP – Help the Spitfire (Blust). Recent HP changes will be monitored.

Touring/Showroom Stock

1. T – Allow poly bushings in Touring (Pintaric). Inconsistent with class philosophy.
2. T – Make thermostats open in Touring (Pintaric). Inconsistent with class philosophy.
3. T1 – Reduce LS3 weight (Ingle). Weight is specified appropriately.
4. T3 – Help the Cobalt (Fandozzi). Adjustments have been made to other cars.
5. SSB – Help the Solstice (Demers). The car is classed appropriately.
6. SSC – Reduce weight of Nissan Sentra Spec V (Isley). The weight is specified appropriately.

Spec Miata

Adjustable fuel pressure regulator (Jones). Inconsistent with the class philosophy.

NO ACTION REQUIRED

Formula

1. FF – Recent changes input (Berstein). Thank you for your input.
2. FF- Ford proposal – revised Kent engine (Novak). Thank you for your input.
3. FM – Moses Smith purchases Star Mazda (Smith). Thank you for your input.

Touring/Showroom Stock

7. T1 – Slow the LS3; remove F430 (Berkeley). Thank you for your input.

Spec Miata

1. Parity (multiple letters). Thank you for your input. Concerns have been addressed in upcoming adjustments.
2. Suspension (multiple letters). Thank you for your input.
3. Engine (multiple letters). Thank you for your input. New specifications have been approved.
4. Gearing change (multiple letters). Thank you for your input.
5. Split the class (Bryan). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2009

NUMBER: TB 10-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

December 2009 Fastrack Corrections

Board of Directors Minutes

GCR Item 3 (page 24) in Appendix D of the BoD minutes should have been shown as withdrawn as the CRB would like to further investigate the situation.

Item 3. Effective 1/1/10: Add the following to the end of section 3.1.8.D:

All Vintage cars must conform to Appendix Z of the current Vintage Competition Rulebook. Roll cages are required in all cars registered with the SCCA after Jan. 1, 1979. There is no requirement for cars registered before 1979 to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for cars registered prior to Jan. 1, 1979. Where allowed, roll bars must conform to Appendix Z of the current Vintage Competition Rulebook.

Club Racing Board Minutes

In Car Reclassifications, Touring/Showroom Stock, item 2 (page 41), change fourth bullet item as follows: Add 31mm SIR or a throttle restrictor between the throttle body and plenum: 0.060" flat steel plate w/ one 50mm hole (base and Rev-Up models). For the HR model, a throttle restrictor between each throttle body and plenum: 0.060" flat steel plate w/ one 40mm hole.

Club Racing Board Technical Bulletin 09-12

Correct GTL item 5 (page 54) as follows:

Engines-BLMI, 1275/1380/1399, p. 322, replace the current spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	2.78 x 3.20 (70.6 x 81.3)	1275	Iron, non-Crossflow	2	Unrestricted	1275 @ 1569 1380 @ 1648 1399 @ 1708	RWD add 50lbs. Roll cage meet-ing requirements for cars under 1500lbs are acceptable for cars regis-tered prior to 1/1/82. Reduce by 100 lbs with original suspen-sion and 10" wheels. Front and rear body seams may be removed. Pierce/PBS aluminum cylinder head allowed.
		alt. bore: 73.5 max. or 74.0 max.	1380 1399				Sprite/Midget 1275 @ 1730 1380 @ 1809 1399 @ 1869	

Correct Production items (page 54) as follows:

HP

3. Add 100 lbs to 1493cc Honda powered cars.

4. Honda CRX and Civic 1.5 1493cc (88-91), p. 456-457, change the intake and exhaust valve size as follows: (I) 29.0 29.1 (E) 25.0 25.1.

FP

- Triumph Spitfire Mk. III, IV & 1500, p. 448-449, 1296 @ 1730 1296 @ 1680.

Correct Touring T1 item 2 (page 55) as follows:

- Chevrolet Corvette C6 Coupe (05-09), add the Grand Sport (10-) model at LS3 weight. Add the following note to the Wheel Size (inch) column: (Grand Sport must comply with these wheel specifications). Add to the notes: C6 LS2 may upgrade to the Grand Sport brakes with no weight penalty.

Add Touring T1 items 3, 4 and 5 (page 55) as follows:

- Chevrolet C5/Z06, replace the Brakes (mm) column with the following: (F) 325 Vented Disc (R) 305 Vented Disc; may use two-piece steel rotors with aluminum hats up to 5% larger than 325/305; may use two-piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size and any four piston caliper with 18 x10in front wheels at a 50 pound weight increase. Add to Notes: Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper at no penalty.
- Chevrolet C6, add to Brakes (mm) column as follows: may use two-piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size; may use Grand Sport brake package. Add to Notes: Any brake caliper pistons are allowed; may use any four piston brake caliper at a 50 pound weight increase.
- Ferrari 430, add to Notes: A throttle restrictor is req'd between each throttle body and plenum: 0.060" flat steel plate w/ one 70mm hole.

January 2010 Fastrack Items

Formula

FA

- Add the following to notes of the Swift 016 spec line (approved by the BoD in the October meeting) in Table 2: "The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a 32mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises, *the maximum compression ratio is 14.0:1*, and the maximum displacement is limited to 2261cc."

Grand Touring

GTL

- Engines-BLMI, 1275/1380/1399, p. 322, replace the current spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Iron, non-Crossflow	2	Unrestricted	1275@1569 1380@1648 1399@1708 Sprite / Midget 1275@1730 1380@1809 1399@1869	RWD add 50lbs. Roll cage meet-ing requirements for cars under 1500lbs are acceptable for cars regis-tered prior to 1/1/82. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce/PBS aluminum cylinder head allowed.

Super Touring

- Clarify section 9.1.4.B as follows: GCR listed IT cars, 1985 and newer, under the current IT specifications. *Cars shall compete as follows: 3000cc and below are eligible for STU. 3001cc and above are eligible for STO.*
- Clarify section 9.1.4.B as follows: Cars eligible for the SCCA Pro Racing MX-5 Cup series *are eligible for STU*, using the current set of Pro Racing Rules, except that any DOT tire is permitted provided it does not exceed 225/45/17, the claim rule will not be in effect, fuel per IT specs, and a head and neck restraint is optional.
- Due to brighter and more expensive headlight assemblies available from the OEM, clarify section 9.1.4.K.1.c by removing the following: "The operational light bulbs need not be of OEM origin, but must produce approximately the same light output as the OEM low beams an OEM Halogen low beam."

STO

- Classify the BMW 335ci/135i in STO as follows:

Car	Engine Displacement (cc)	Min Weight (cc)	Restrictor	Notes

BMW 335ci/135i	2679	3000	Must use the stock turbochargers
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- BMW E46 M3 & E36, p. 403, add the following to the notes: The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. The M5 5.0L is permitted at 3000 lbs. The Flossman body kit is permitted.
- Classify the BMW M3 E92 (08-09) in STO as follows:

Car	Engine Displacement (cc)	Min. Weight (cc)	Restrictor	Notes
BMW M3 E92 (08-09)	3999	2900		

- Classify the Maserati Trofeo Light in STO as follows:

Car	Engine Displacement (cc)	Min. Weight (cc)	Restrictor	Notes
Maserati Trofeo Light	4244	2900		

- Clarify section 9.1.4.B as follows: GCR listed IT cars, 1985 and newer, under the current IT specifications. *Cars shall compete as follows: 3000cc and below are eligible for STU. 3001cc and above are eligible for STO.*
- Chevrolet Corvette 6000cc, p. 403, add to the notes as follows: LS2 competitors may use the LSX cast iron block with OEM LS2 bore and stroke.

Production

EP

- Add 18 x 8 wheels to all Honda S2000 specs lines.
- Add 18 x 8 wheels to all Mazda MX-5 specs lines.
- Mazda RX-7 (12A/13B) (79-85) p.439-440, change the carb no. & type as follows: "12A: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/38mm 40mm choke(s) on a "dual-y" manifold."

FP

- Classify the Jensen Healey as limited prep in HP as follows:

Car	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.)
Jensen Healey	2	2300 *2358 **2415	4 Cyl DOHC	85.3 x 69.3	1973	Alum	Alum	(I) 35.6 (E) 30.9

Carb. No. & Type	Wheel- base mm/(in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speed	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
(2) 1.75" Stromberg	2337	1448/1422	15 x 7	5	(F) 254 Disc (R) 229 Drum		Comp. Ratio limited to 10.5:1, Valve lift limited to .450"

HP

- Nissan/Datsun PL510, p. 469-470, change the notes as follows: (2) auto type side drafts w/ 30mm 32mm choke(s) allowed @ 2050 (*2101 **2153).
- Toyota Corolla (71-74), p. 469-470, change the notes as follows: (2) auto type side drafts w/ 30mm 32mm choke(s) allowed @ 2050 (*2101 **2153).
- Classify the Toyota Yaris (06-09) in HP as follows:

Car	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.)
Toyota Yaris (06-09)	2	1900 *1948 **1995	4 Cyl DOHC	74.9 x 84.6	1496	Alum	Alum	(I) 30.5 (E) 25.5

Carb. No. & Type	Wheel- base mm/(in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speed	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
FI	2462	57.9/57.5	15 x 7	5	(F) 255 Disc (R) 200 Drum		

American Sedan

1. Clarify section 9.1.6.D.1.a.2 by adding the following language: Only the approved carburetor (Holley #4776, 600cfm 4bll), optional insulator (Holley #108-12), *two gaskets* and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.
2. Clarify section 9.1.6.D.1.a.3 by adding the following language: Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, *air jets*, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or relaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). *Butterfly attach screws can be modified or replaced*. Carburetors may be modified to allow "four corner" idle adjustment.

Spec Miata

1. Clarify section 9.1.8.c.1.f by adding a sentence to the end of the paragraph as follows: *Alternate clutch lines are permitted, must serve no other purpose.*
2. Clarify section 9.1.8.c.8.g by adding a sentence to the end of the paragraph as follows: *The trunk trim plate that is used to mount the factory jack handle may be removed.*

Touring

T1

1. Ferrari 430 Challenge (06-07) p. 582, add to the notes as follows: A throttle restrictor is required between each throttle body and plenum: 0.060" flat steel plate w/ one 70mm hole.
2. Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), p. 580, replace the Brakes (mm) column with the following: (F) 325 Vented Disc (R) 305 Vented Disc; may use two-piece steel rotors with aluminum hats up to 5% larger than 325/305; may use two-piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size and any four piston caliper with 18 x10in front wheels at a 50 pound weight increase. Add to Notes: Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper at no penalty.
3. Chevrolet Corvette C6 Coupe (05-09) p. 581, add to Brakes (mm) column as follows: may use two-piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size; may use Grand Sport brake package. Add to Notes: Any brake caliper pistons are allowed; may use any four piston brake caliper at a 50 pound weight increase.

T2

1. Classify the Chevrolet Camaro (2010) in T2 as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	W h e e l Size (inch)	T i r e Size	G e a r Ratios	Final Drive	B r a k e s (mm)	Weight (lbs.)	Notes:
Chevrolet Camaro (2010)	103.3 x 92.0 6162	2853	20 x 8 (F) 20 x 9 (R)	245/40 (F) 275/40 (R)	3 . 0 1 , 2 . 0 7 , 1.43, 1.0, 0.84, 0.57	3.45	(F)355 x 32 Vented (R)365 x 28 Vented	3990	

2. Classify the Nissan 370Z (09-10) in T2 as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	W h e e l Size (inch)	T i r e Size	G e a r Ratios	Final Drive	B r a k e s (mm)	Weight (lbs.)	Notes:
N i s s a n 370Z (09- 10)	95.5 x 86.0 3696	2550	19 x 9 (F) 19 x 10 (R)	245/40 (F) 275/35 (R)	3.79, 2.32, 1.62, 1.27, 1.00, .79	3.69	(F)320 x 28 Vented (R)320 x 16 Vented	3400	

3. Replace all existing T2 Lotus spec lines with the following:

Lotus	Stroke x Displ. (cc)	Wheelbase (mm)	Wheel Size (inch)	Tire Size	Gear	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Lotus Club Racer (2008)	82.0 x 85.0 / 1796	2301	16x6.5 (F) 17x7.5 (R)	195/50 (F) 225/45 (R)	3 . 1 2 , 2.05, 1 . 4 8 , 1.17, 0 . 9 6 , 0.82	4.53	(F) 308 Vented Disc (R) 288 Vented Disc	2190	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed.
Lotus Exige S / S220 / S240 / Elise SC (2007 - 2010)	82.0 x 85.0 / 1796	2301	16x6.5 (F) 17x7.5 (R)	Front 195/50 Rear 225/45	3 . 1 7 , 2.05, 1 . 4 8 , 1.17, 0 . 9 2 , 0.81	4.53	(F) 288 Vented Disc (R) 288 Vented Disc (F) 308 Vented Disc (R) 288 Vented Disc	2190	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed.
Lotus Elise (2005 - 2010)	82.0 x 85.0 / 1796	2301	16x6.5 (F) 17x7.5 (R)	175/55 (F) ø 195/50 (F) 225/45 (R)	3 . 1 2 , 2.05, 1 . 4 8 , 1.17, 0 . 9 6 , 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	2090	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed-An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

Lotus Exige (06)	82.0 x 85.0 1796	2301	16x6.5 (F) 17x7.5 (R)	195/50 (F) 225/45 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	2090	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.
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T3

1. Classify the Chevrolet Camaro (09-10) as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Chevrolet Camaro (2010)	94.0 x 85.6 3564	2853	20x8(F) 20x8(R)	245/45	4.48, 2.58, 1.63, 1.19, 1.00, .75	3.27	(F)337 x 30 Vented (R)315 x 23 Vented	3800	

2. Classify the Nissan 350Z Track/Touring/Standard (03-08) as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Nissan 350Z Track/ Touring/ Standard (03-08)	95.5 x 81.4 3498	104.3	18x8(F) 18x8(R)	245/40 (max tire size)	3.79, 2 . 3 2 , 1 . 6 2 , 1 . 2 7 , 1 . 0 0 , 0.79	3.54	(F)296/324 vented (R)292/332 Vented	3400	s e e below:

Notes: Base model and "Rev Up" engines: 50mm flat plate restrictor required. HR engine: two 40mm flat plate restrictors are required.

3. Honda S2000 (00-09) p.593, change the weight as follows: ~~2.2L @ 2970~~ 2.2L @ 3020.
4. Honda S2000 CR (08-09) p.593, change the weight as follows: ~~2970~~ 3020.
5. Classify the Chevrolet Cobalt SS (08-09) in T3 using the T2 specs at 3100 lbs. with a 35mm turbo inlet restrictor.
6. Classify the Dodge SRT-4 (03-05) in T3 using the T2 specs at 3100 lbs. with a 35mm turbo inlet restrictor.
7. Classify the Mazda Mazdaspeed3 (2007) in T3 using the T2 specs at 3100 lbs. with a 35mm turbo inlet restrictor.
8. Replace all existing T3 Lotus spec lines with the following:

Lotus	StrBore x Displ. (cc)	Wheel- base (mm)	Wheel Size (inch)	Tire Size	Gear	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Lotus Elise (2005- 2010)	82.0 x 85.0 1796	2301	16x6.5 (F) 17x7.5 (R)	195/50 (F) 225/45 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	2410	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the roll cage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part #ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed..
Lotus Exige (06)	82.0 x 85.0 1796	2301	16x6.5 (F) 17x7.5 (R)	195/50 (F) 225/45 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	2410	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the roll cage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part #ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

COURT OF APPEALS

REVISED JUDGMENT OF THE COURT OF APPEALS

Jim Averett vs. SOM COA Ref. No. 09-08-RO

December 2, 2009

Facts in Brief

Following post-race impound for American Sedans at the 2009 SCCA Runoffs, Chief Steward Jim Averett disqualified three cars for non-compliant carburetor modifications per GCR 9.1.6.D.1.a.3. Two of the competitors, James Lubash and Tom Sloe, protested that action. The third competitor, Andrew McDermid, did not protest the disqualification.

The Stewards of the Meeting (SOM). Bill Medcalf, Julie Komp and Steve Harris, Chairman, met, reviewed evidence and disallowed the protests of Mr. Lubash and Mr. Sloe. As Mr. McDermid had not filed a protest against the Chief Stewards Action (CSA), his case was not considered.

Mr. Averett, believing all three drivers had protested, filed an appeal on all three decisions.

Dates of the Court

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 29, 2009 and December 2, 2009 to hear, review, and render a decision on the original appeal.

Findings of the Court

The COA heard and acted on Mr. Averett's appeal against the decisions rendered for Mr. McDermid, Mr. Sloe and Mr. Lubash at the event. The Appeal based on Mr. McDermid's decision should not have been heard as there was no protest against the CSA.

Decision

Because the appeal involving Mr. McDermid was filed without an underlying action, Appeal 09-08-RO is null and void. The Official Results are unaffected and remain as published by the SCCA. The Court of Appeals apologizes for this error.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

BOB HAYWARD VS SOM, COA REF. NO. 09-30-SE

December 2, 2009

FACTS IN BRIEF

On Sunday October 18, 2009, at the Sebring International Raceway Spooktacular Regional, Chief Steward Leland Miller filed a Request for Action (RFA) against Assistant Chief Steward - Safety Bob Hayward citing GCR 5.12.2.C.6. (Powers of the Chief Steward: "The Chief Steward may convey to the SOM a report of any breach of the GCR or Supplementary Regulations. This report may be accompanied by a Request for Action.") and GCR 5.4.4.A. [Operating Rules, Emergency Plan: "The Chief Medical Officer and the Assistant Chief Steward - Safety shall, before allowing the commencement of racing (including practice and qualifying), verify that a written emergency plan has been prepared and distributed to all emergency and supervisory personnel."] The Stewards of the Meeting (SOM) John Anderson, Martyn Eastwood (SIT), Norm Esau, Pax Lemmon (SIT), and Sandy Jung, Chair, met, heard witnesses, reviewed documents, and relieved Mr. Hayward of his assignment as Safety Steward for the remaining hours of the event. Mr. Hayward is appealing this decision.

DATES OF THE COURT

The Court of Appeals (COA) Fred Cummings, Alternate, JoAnne Jensen, Alternate, and Dick Templeton, Acting Chair, met on November 5, 12, and 19, 2009 to hear, review, and render a decision on the appeal. Regular members David Nokes and Chairman Bob Horansky recused themselves.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Safety Steward Bob Hayward, received 10/28/09.
2. Email testimony from Chief Steward Leland Miller, received 11/05/09.
3. Official Observer's Report and related documents, received 11/09/09.
4. Email testimony from Safety Steward Bob Hayward, received 11/16/09.
5. Email testimony from Chair SOM Sandy Jung, received 11/17/09.

FINDINGS

On Friday October 16, 2009, during the non-SCCA track test day at Sebring International Raceway, an SCCA member entered the facility without signing a waiver. After the test day was completed, this individual drove his personal vehicle onto the portion of the course not in use for the SCCA event, lost control, and subsequently died when his vehicle caught fire. Safety Steward Bob Hayward was directed by Chief Steward Leland Miller to investigate and prepare an incident report, and to direct requests for information regarding the incident to only those individuals listed by title in the Central Florida Region's Emergency Plan. Mr. Hayward did investigate and prepare an incident report and notify SCCA Risk Management, but he also spoke with local newspapers. Mr. Hayward reported to the Court of Appeals that he spoke to the press only at the request of the track manager.

The Court of Appeals believes the SOM in their decision intended that Mr. Hayward's speaking to the press was a breach of the Chief Steward's direction and of the Central Florida Region's Emergency Plan. The Court finds that Mr. Hayward did not follow the direction of the Chief Steward, and therefore violated GCR 2.1.5. (Failing to follow the directions of an official). According to GCR Section 2 (Participant Conduct), an official may lose his current event appointment if he does not conduct himself to the highest standard of behavior.

The Court appreciates the great strains placed on event personnel who persevere through difficult circumstances.

DECISION

After reviewing the evidence, the Court of Appeals upholds the decision of the SOM. Mr. Hayward's appeal is well presented and his appeal fee will be returned.

COURT OF APPEALS

Subject: 2010 Court of Appeals Procedures
From: SCCA National Court of Appeals

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

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

Second, you need to state your "case" in writing at the same time that you advise the Court of Appeals of your intention to appeal. A letter indicating you intend to appeal with "details to follow" is NOT an appeal under the rules in GCR 8.1.4. You must submit all materials you wish the Court to consider within the ten-day period allowed by the GCR. You will normally not be contacted by the Court of Appeals as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information that could be beneficial to your case, contact those individuals to be sure that the Court receives their statements within the ten-day appeal period..

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

Third, your rights to file an appeal do not include being heard in person either by phone or at a Court of Appeals hearing. The Appeals Court is not established to simply hear the same things again that the SOM have already heard, but to:

- A. Review the process followed by the SOM to determine if all parties involved followed the GCR rules.
- B. Review any new information that was not available, or not known, which became available to you after the SOM hearing.
- C. Decide whether or not there is sufficient evidence presented to warrant changing the SOM decision.

The Court may also seek additional information pertinent to your case from other sources.

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

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

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

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

12/12/2009

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Nov. 23, 2009

The Solo Events Board met by conference call November 23rd. Attending were SEB members Tina Reeves, Dave Feighner, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble and Robin Langlotz of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

SOLO NATIONAL CHAMPIONSHIPS

The SEB is accepting applications for course designers for the 2010 Nationals. Anyone interested should submit their resume of qualifications to seb@scca.com.

GENERAL

- The following rule change proposal is being implemented for 2010:

- Change 4.1.B to read as follows:

"B. Drivers are responsible for knowing and understanding the SCCA National Solo Rules. Ignorance of the rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that drivers have a copy of the current rules at all SCCA Solo events, but especially at Divisional and National level events."

Comment: The previous rule, which had been in place for over 30 years, has become increasingly less relevant with the advent of the rules being available on the SCCA web site, and it has come to be viewed as an unneeded bureaucratic requirement for entrants to show their rule book at Registration. However, the revenue generated from rule book sales has been used to offset a portion of the costs associated with the development and maintenance of the rules, including Tech Services. Therefore, this revenue will be replaced by increases in National Solo entry fees and the optional Solo License. The Solo Rules will continue to be available for purchase in their traditional book form.

- Per the BOD, Effective 1/1/10 the following sections will be added to the National Solo Rules; these section numbers must also be added to Section 1.1 (Mandatory Provisions):

"4.13 Assumption of Risk

Solo is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members.

The participant agrees that by entering an event, the Participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

4.14 Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. Hereby agree that the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect."

STOCK

- The following class listing change proposals are published here for member comment:
 - Move from GS to HS, Dodge/Plymouth Neon 2.0L ('00-'05). (ref. 09-651)

STREET PREPARED

- The following class listing change proposals are being published for member comment:
 - Move from DSP to FSP: Fiat 124 ('66-'74) (ref. 09-498)
 - Move from BSP to DSP: Datsun 240Z & 260Z & 280 Z. Also revise current BSP listing to "Datsun 280ZX/280ZX Turbo ('79-'83) (ref. 09-673)
 - Add new listing in DSP: "Honda CRX Si & Civic Si ('84-'87)" and move to DSP on one line "Honda Civic & CRX 1500 ('84-'87)" (ref. 09-617)
- The following amended version of a previously-published rule change proposal is provided for member comment:
 - Add new subsection 15.2.P as follows: "Fog lights may be removed."
- An additional opening is anticipated on the SPAC for 2010. Interested members should submit their qualifications in writing to the SEB via seb@scca.com.

STREET MODIFIED

- There is an opening on the SMAC. Interested members should submit their qualifications in writing to the SEB via seb@scca.com

- The SEB wishes to thank Chris Travis for his service as a member of the SMAC and as its Chair.

PREPARED

- The following listing specification change proposal has been recommended by the PAC and is published here for member comment:
 - Change the listings in GP for Saab Sonett 1500, 1600, and 1700 to specify 16x7 maximum wheel sizes. (ref. 09-677)
- The following rule change proposal has been recommended by the PAC and is published here for member comment:
 - Change 17.2.F to read as follows (ref. 09-633):

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein."

NOT RECOMMENDED

- SP, combine WRX '09+ with Legacy (ref. 09-500)
- SP, move Honda CRX/Civic Si ('84-'87) (ref. 09-617)
- SP, move Porsche 914 to FSP (ref. 09-645)

TECH BULLETINS

1. SP: Add a new item to Appendix F as follows:
Subaru Impreza Subframe bolts: Subframe lock down bolts (a.k.a. Botox Bolt) are not legal for use in Street Prepared. Section 15.2.D only allows for replacement of subframe bushings, and does not provide any allowance for additional fastening hardware.
2. SP: The following new listings, effective immediately upon publication, are added to Appendix A:
Hyundai Genesis ('09-'10) ESP (ref. 09-551)
Kia Forte Koup ('10) ESP (ref. 09-551)
3. SP: Add to 15.8.H as new fourth sentence of the first paragraph: "Caster changes resulting from the use of camber kits are permitted."
4. Prepared, Errors and Omissions: The previously-published listings for Factory Five Roadster & Challenge Car are corrected to remove the reference "Mk3". The PAC did not intend to exclude the Mk1 and Mk2. (ref. 09-681)
5. Prepared, Change 17.11.C to read "Data acquisition/recording systems are permitted." (ref. 09-682)

ROADRALLY BOARD MINUTES

RRB BOARD MINUTES | Dec. 7, 2009

The *RoadRally* Board (RRB) met via conference call on Monday, December 7, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Sasha Lanz, Jim Wakemen and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison and Pego Mack, National Office were also in attendance. Guests were Mark Johnson and Eva Ames.

Chairman Beattie called the meeting to order at 7:35 pm CST.

The Final November 2, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. Welcome Mark and Eva. The BOD approved their appointment to the RRB.

2. Lead Car eBlast

Discussion: English will try to publish the Lead Car eBlast mid-month and will be working with Rick Myers. ITIS will be quarterly.

3. Sanctions

Discussion: New England and Cal Club sanctions were approved by the RRB due to the fact they are within the 90 day limit. Liaison for New England Winter Rally (February) will be Rick Beattie. Van Vleet will be the liaison for Cal Club Rallies in January. English agreed to be the liaison for the Arizona Course Rally in March.

Pego reported that the BOD approved a \$100 minimum sanction fee for all National Rallies in 2010. No Insurance fee changes.

4. RFO Changes

Discussion: Beattie sent out the RFO changes to the RRB members. Beattie will send the final version to Pego for the BOD. Motion was made to accept the changes. (Wakemen/Poirier)

5. 2009 Rules Changes

Discussion: Proposed 2009 Rule Changes were approved by the BOD for 2010.

6. 2010 Rules Changes – New Category Determiners and Breaking Ties.

Discussion: A long discussion on categories that currently use Lifetime Points Categories for yearly championship points. How do we move the sportsman category competitors up faster was the main topic. It was decided that more discussion is needed in the months to come and a discussion with the points keeper needs to happen. How would we break ten first place ties in the Tour Grand Master Category (for example) was discussed. Tabled until 2010 RRB Meetings.

7. New Safety Steward Rules

Discussion: English to work on the rules by the end of the year.

8. 2010 Convention

Discussion: Beattie is working on the STRAP for the Convention Meeting with the BOD. A motion was made to approve the STRAP Beattie put together and sent out to the RRB (Poirier/Lanz).

Beattie talked to the Las Vegas RE and he could not get any cars from Subaru for the road rally. A 'Walking' Rally will take the place of a car rally.

Johnson suggested on writing the rally for next year using Vegas maps and contacting the Vegas RE for assistance. Lanz will be calling the Vegas RE to work on a 2011 event at the convention.

9. Promotions – Survey Committee

Discussion: Lanz made a motion to create a second standing committee under the RRB, to be called the 'Publicity Committee' (Lanz/English). The first Publicity Committee project will be a survey of 2009 rallymasters to help determine "best practices" in SCCA rallying. This will fulfill part of the RoadRally 2009 STRAP. Pego and Wakemen agreed to be on the 'test' list group.

10. Goodbye to Duck, Kevin and Rick

Discussion: Thank you Kevin and Rick for your years on the RRB. I think I can speak for the whole RRB: Duck, "Thank you for your service and support to the RRB. Good job"

Old Business

New Business

Action items

Pego needs the presentations for the convention as soon as possible.

Next meeting

Monday, January 4, 2010 at 7:30 pm CST via conference call.

The meeting was adjourned at 9:03 pm CST (Poirier/Lanz).

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

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

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

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Jan. 5, 2010

The Club Racing Board met by teleconference on January 5, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-02, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at <http://www.crbacca.com/>

GCR

Item 1.

#314 (Dick Patullo) Seat mounting

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

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

Item 2.

#422 (Club Racing Board) Practice Days Requirements

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

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

3.1.9. Practice Days

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

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

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

Item 3.

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

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

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

Item 4.

#428 (Club Racing Board) Modify 7.2 Penalties

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

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

Item 5.

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

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

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

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

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

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

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

On page 3, change "1988 Rules and Regulations" to "2010 Rules and Regulations"

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

Delete Appendix Y - Driver Restraint Systems.

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

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

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

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

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

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

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

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

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

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

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

Production

Item 1.

#408 (Dave Lemon) Require Running/Rain Lights

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

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

Showroom Stock

Item 1.

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

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

CAR RECLASSIFICATIONS

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

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

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

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

NOT APPROVED BY THE CRB

GCR

#313 (Daniel Glueck) Clarify Ballast Requirements

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

Grand Touring

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

Improved Touring

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

Production

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

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

American Sedan

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

Touring/Showroom Stock

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

PREVIOUSLY ADDRESSED

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

NO ACTION REQUIRED

GCR

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

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

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

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

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

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

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

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

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

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

Confidentiality of Information

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

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

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

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

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

14. #457 (Tim Linerud) General Member Input

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

Formula

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

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

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

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

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

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

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

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

Improved Touring

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

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

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

Thank you for your input.

Production

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

Thank you for your input.

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

Thank you for your input.

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

Thank you for your input.

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

Thank you for your input.

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

Touring/Showroom Stock

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

American Sedan

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

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2010

NUMBER: TB 10-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

1. #316 (Bill Pichardo) Roll cage clarification
Clarify the intent of 9.4.E.1 by changing "(floor pan/ rocker boxes)" to "(floor pan/ rocker boxes/ sills)".
2. #443 (Club Racing Board) Add new FIA seat standard
In 9.3.41, after "FIA Standard 8855- 1999", add "*or FIA Standard 8862-2009*".
3. #492 (Club Racing Board Letter) Corrections to 9.3.27
Correct 9.3.27.1.a, second sentence: delete "In the event," and correct 9.3.27.3, fourth paragraph: ~~9.3.26.1.a~~ should be 9.3.27.1.a.
4. #530 (Terry Ozment) Error in 2010 GCR
In Appendix C.1.3.D.1, change "~~Regional~~" to "*Divisional*".
5. #553 (Club Racing Board) Correction to 8.3.3
In 8.3.3, change the first sentence to correct an omission as follows: An entrant or driver may initiate an action against a car *in his race group* for non-compliance using a Protest.
6. #550 (Club Racing Board Letter) Corrections to 9.3.23 - Fire Systems
Correct 9.3.23 Fire System as follows: 9.3.23.A, first bullet item, add "*or*" at end. Correct 9.3.23.A, third paragraph, beginning of third sentence to read: "All AFFF fire system bottles, *except non-pressurized AFFF systems with CO2 propellant*, shall incorporate a functional pressure gauge..." Delete 9.3.23.A.5 and renumber succeeding subsections.
7. #551 (Club Racing Board) Miscellaneous GCR corrections (typos, etc.)
In 5.9.2.D, delete "be". In 7.5, change to "*SOM shall advance*". In Appendix B.3, change "~~LIMITS~~" to "*LIMITS*" in subsection title. In Appendix C, delete "OFFICIAL'S" from section title.
8. #556 (Club Racing Board) Correct licenses for ICSCC
In 3.1.5.C.5, correct ICSCC licenses. "Area Conference License" should be "*Area Road Racing or International Road Racing licenses*".

Formula

FA

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

FB

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

FE

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

FF

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

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

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

Grand Touring

GT1

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

new fuel rules.

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

GT2

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

GT3

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

GTL

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

Improved Touring

ITR

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

ITA

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

ITB

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

Super Touring

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

Production

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

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

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

EP

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

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

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

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

FP

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

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

HP

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

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

American Sedan

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

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

Showroom Stock

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

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

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

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

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

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

Spec Miata

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

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

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

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

Sports Racing

CSR

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

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

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

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

3. #544 (Erik Skirmants) Alternate sway bar

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

Touring

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

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

T1

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

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

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

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

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

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

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

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

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

T2

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

T3

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

	Bore x Stroke (mm) / Displ. (cc)	Wheel - base (mm)	M a x Wheel S i z e (inch)	Tire Size	G e a r R a t i o s	F i n a l D r i v e	Brakes (mm)	Weight (lbs)	Notes:
T3					3 . 2 1 4 1 . 9 1 3 1 . 3 6 6 1 . 0 2 5 0.948	1-4th: 4.187; 5-6th: 3.526	320 (F) 280 (R)	3100	3 5 m m turbo inlet restrictor required
Mazdaspeed 3 (2010)	87.5 x 94 . 0 / 2260	2309	18x7.5	P225/40 R18					

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

CLUB RACING MEMO

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

The following notice is from SFI:

NOTICE OF COMPLIANCE TO MOTORSPORT SANCTIONING BODIES

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

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

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

TIME TRIALS ADVISORY COUNCIL

TTAC MINUTES | Jan. 13, 2010

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

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

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

Old Business

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

New Business

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

Minutes submitted by: Matt Rowe - TTAC Chairman

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Dec. 16, 2009

The Solo Events Board met by conference call December 16th. Attending were 2009 SEB members Tina Reeves, Dave Feighner, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; incoming SEB members Mike Simanyi and Steve Hudson; Lisa Noble, Bob Lybarger, and Dick Patullo of the BOD; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

GENERAL

- The SEB thanks departing members Steve Wynveen and Donnie Barnes for their service to the Club on the Solo Events Board.
- The BOD has approved the addition of Mike Simanyi (formerly of the STAC) and Steve Hudson (formerly of the PAC) to the SEB for 2010.
- Tom Berry has been appointed as the new Divisional Solo Events Steward for Southern Pacific Division. The SEB thanks Glen Duensing for many years of service to the Club as a Divisional Steward.

STREET TOURING

- The SEB wishes to thank Mike King for his service as a member of the STAC.
- The SEB approved the addition of Nick Jackson to the STAC.

STREET PREPARED

- The following revised version of a previously-published listing change proposal is being published for member comment (ref. 09-532): Move 16V Saturns from DSP to FSP, with the listings in FSP to read as follows:
Saturn
SL ('91-'95) & SW ('93-'95) & SC ('91-'96)
SL ('96-'99) & SW ('96-'99) & SC ('97-'00)
SL ('00-'02) & SW ('00-'02) & SC ('01-'02)
- The SEB has approved the addition of Bill Shenkar to the SPAC.

STREET MODIFIED

- The SEB thanks departing SMAC member Randy Noll for his service as a committee member.

PREPARED

- The SEB thanks Stan Whitney for his service to the Club as a PAC member.
- An additional opening is anticipated on the PAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.

MODIFIED

- An opening is anticipated on the MAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.

F125/FJR

- The SEB has approved the addition of Tom Reynolds to the KAC.
- Per the KAC, the following rule change proposal is published for member comment: Add as a new item at the start of Section 19, before the item beginning "Data acquisition systems..." as follows:

"If a modification is not specifically authorized in this or previous applicable sections of these Rules, it is not allowed."

- Per the KAC, the following rule change proposal is published for member comment: Revise 19.1.A.5 to read as follows:

"5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent said weight from becoming separated from kart/driver or moving freely during competition runs. *For bolted-on weights, a 5/16" or 8mm Grade 5 bolt, or larger, must be used along with a locking nut, pinch nut, double nut or safety wire. No more than 5 lbs. of weight per bolt may be used.* In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."

NOT RECOMMENDED

- Stock: Classify Porsche 997 GT3 (ref. 09-724) *Comment:* The 996 GT3 has demonstrated parity with the top of the SS class, and the 997 is seen as having significant advantages beyond the 996.
- ST: Classify Toyota MR2 Turbo in STR (ref. 09-670)
- ST: Classify Acura NSX in STR (ref. 09-670)
- ST: Classify Porsche Boxster in STR (ref. 09-699)
- ST: Turbo FWD cars in STX (ref. 09-685)
- ST: Drivetrain Mounts (ref. 09-692)
- ST: STR catalytic converter allowances (ref. 09-728)
- SP: Reclassify Porsche 997 GT3 (ref. 09-724) *Comment:* The SPAC feels this car can be competitive where it is presently classed.
- SP: Allow use of a line lock to satisfy emergency brake requirement (ref. 09-724)

TECH BULLETINS

1. Stock: per the SAC, the “trunk kit” alignment bolts for the Hyundai Genesis R-spec are not legal for use in the Stock category, as they do not meet the requirements of 13.0. The submitted letter states that the part is for “off-highway use”, which does not comply with section 3.8.A of the Solo rules, requiring that all manufacturer’s documentation must be for non-competition purposes. Documentation for non-competition use from the factory service manual or a service bulletin would be required in order to make the part legal for use in the Stock category as a standard part. (ref. 09-716)
2. Stock: per the SAC, clarify 13.10.A to read as follows: “The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e. no additional openings). No other components of the air induction system may be removed, replaced or modified.”
3. Stock: per the SAC, the Audi R8 remains on the Appendix A Stock exclusion list. *Comment:* the SAC does not recommend classing the R8 in SS, based on negative member feedback and limited benefit. (ref. 09-382, 09-298, 09-420)
4. Stock: per the SAC, the following new listing item is added, effective immediately upon publication:
Porsche Boxster Spyder ('11) SS
5. ST: per the STAC, steering wheel hub spacers and adapters are considered part of the steering wheel, and are allowed to be substituted with the steering wheel as permitted under 14.2. The resulting change in steering wheel position is permitted. (ref. 09-674)
6. ST: per the STAC, 14.10.D is clarified to read as follows:
“Exhaust manifolds and headers (*including downpipes*) may be replaced with alternate units which are emissions-legal. Relocation of the oxygen sensor on the header is permitted. Alternate oxygen sensors, including heated types, are permitted. This allowance does not permit relocation of the catalytic converter (see 13.10.E). Exhaust heat shields *which cover only (and attach solely to) the header/manifold/downpipe are considered part of that component and may be replaced, removed, or modified. All other exhaust heat shields* may be modified the minimum amount necessary to accommodate allowed alternate exhaust components.”
Note: This clarifies that the downpipe is considered part of the header/manifold, and also makes a distinction between exhaust heat shields that are part of the header/manifold, and all others.
7. Mod: In Appendix A, under Modified Class C, the first sentence is clarified to read “...GCR legal SR, SRF, Formula F, S2000.” *Comment:* In Club Racing, the GCR Formula F class is functionally the same as what was known previously as FF1600. The Honda Fit powered Formula F car is legal for C Modified. (ref. 09-722)

ROADRALLY BOARD MINUTES

RRB BOARD MINUTES | Dec. 7, 2009

The *RoadRally* Board (RRB) met via conference call on Monday, January 4, 2010. Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Mark Johnson, Eva Ames and Lois Van Vleet. Michael Lewis and Todd Butler, Board of Directors Liaisons and Pego Mack, National Office were also in attendance.

Chairman Wakemen called the meeting to order at 7:40 pm CST.

The Final December 7, 2009 RRB Minutes were approved. (Johnson/Lanz)

Proceedings

1. Welcome Mike & Todd

Michael Lewis, San Diego Region and Todd Butler, Oregon Region, BOD liaisons to the RRB – replacing Duck Allen. Both have Road Racing backgrounds.

2. 2010 Liaisons

Assignments: The following have been appointed 2010 Rally Liaisons:

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

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

Arizona, NC Rallies (March) - Jeanne English

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

Chippewa Trail, NC (June) - Dave Kolb or Mike Thompson

Arizona, NT (September) - tabled

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

Oktoberally, NC (September) - Jeanne English

USRRC NGTA (Oct) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

3. September Calendar Events

Discussion: Land O'Lakes Region made an official request via email to change the calendar dates for Oktoberally NCRC and Badger Trails NTRC due to receiving email and phone calls from three contestants asking to move the dates off of the September 18-19th weekend due to Yom Kippur and a Coker Rally (Historic) that same weekend. They are requesting the Labor Day weekend, September 4-5th – which conflicts with Arizona's National Tour Event and 2-Regional rallies that same weekend. Oktoberfest is held in La Crosse, Wisconsin, September 24-Oct 3rd that ties up two weekends and all the hotels. Wakemen will send a request to the Arizona committee to move or trade dates with LOL Region, to allow as many cars/competitors as possible to attend both events.

4. 2009 Rules Changes & 2010 RRR's

Discussion: Proposed 2009 Rule Changes were approved by the BOD for 2010 last month (December).

2010 Official Rule Book: Wakemen has all the changes made and will send to Pego to post to the website. The Official *RoadRally* Rule book will be on the SCCA website ONLY.

5. 2010 Convention – Last Minute Details

Discussion: Wakemen will do the Rally Jeopardy Game, Friday 4-5 pm. Lanz will do "How to Start a New Rally Program", Friday 10-11:30 am. The Town Hall Meeting will be on Saturday, 8-10 am. English, Ames and Lanz will do the Walking Rally for Saturday afternoon. The RRB meets with the BOD on Sunday, 9-10 am.

An agenda for the Town Hall Meeting to include: Tie Breakers, Publicity Committee, Safety Stewards refreshers, point limits on regional rallies, work or run the USRRC to be champion, new Categories and open items.

Old Business - none

New Business - none

Action items

Pego needs all presentations for the convention as soon as possible.

Next meeting

Sunday, January 31, 2010 at the SCCA Convention and Monday, March 1, 2010 at 7:30 pm CST via conference call.

The meeting was adjourned at 8:55 pm CST. (English/Johnson)

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB BOARD MINUTES | Jan. 11, 2010

The RallyCross Board (RXB) met via conference call Jan. 11. Attending were Bob Ricker, Chairman, Brent Blakely, Karl Sealander, and Mark Utecht. Also in attendance were Philip Creighton and Bill Kephart, Board of Directors liaisons, and Pego Mack of the National Staff.

Chairman Ricker called the meeting to order at 8:01 CST.

Minutes from the Dec. 17, 2009 RXB meeting were approved. (Utecht/Sealander)

Committee Reports

1. Mark Utecht reported that, thanks to much work by Mark Walker and Pego Mack, the 2010 RallyCross Rules are now posted at the SCCA website.

Pending Business

1. Photo Contest Entries: Bob Ricker reported that the judges have narrowed the many photos submitted to six. Winners will be announced at the Convention.
2. STRAP: Bob Ricker reported that he would work with Mark Walker to complete the STRAP before the Convention.
3. Street Modified Category (SM): Mark Utecht reported that although he and Brent Blakely had discussed it some in an email exchange he was not ready to discuss this possible rule change. He suggested it would take some time to prepare a draft. Bob Ricker suggested posting a discussion on the forums, but Mark Utecht felt that it would only confuse the issues involved. He suggested that the RXB meet at the Convention to discuss.
4. Event Safety Issue: Bob Ricker reported that he made a phone call to the Regional Executive of the Region where the issue originated and that the issue has been resolved.

New Business

1. Highlights for Convention: Bob Ricker will be presenting RallyCross Highlights at the Rally/Solo Luncheon at the Convention. He will distribute his presentation in an outline form prior to the Convention for the RXB to evaluate.
2. Growth of RallyCross: Pego Mack requested that the RXB address future growth in RallyCross. RallyCross needs a business plan that would consider how many cars could feasibly run at the National Championship event before the course integrity would be lost. Mark Utecht suggested that 100 cars would be the upper limit. Bob Ricker suggested that this topic be brought up at the Town Hall Meeting at the Convention.

The meeting was adjourned at 8:27 CST (Ricker/Sealander).

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

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

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

BOARD OF DIRECTORS

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

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

Present BoD Members

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

Present SCCA Staff

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

President's Report

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

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

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

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

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

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

Finance Report

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

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

Record retention policy drafted and being reviewed with Legal.

Club Racing

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

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

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

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

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

CRB Appointment:

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

Member Services

Colan Arnold

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

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

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

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

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

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

Marketing

Eric Prill

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

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

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

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

Rally/Solo/Foundation

Howard Duncan:

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

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

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

RoadRally was nationally focused, has shifted to Regional focus.

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

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

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

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

Discussion:

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

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

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

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

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

Old Business

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

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

Open Items

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

Litigation Briefing

Pete Lyon

No new activity since Dec.

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

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

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

2010 Insurance Handbook is out and is already online.

BoD meeting with CRB

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

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

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

In general, BoD comfortable with above guidelines.

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

CRB Challenges:

Program Vision in 5 Years.

Marketing Plan for more club visibility.

Ownership of National program and Divisional scheduling.

GCR Other items:

Rearranging 3.4.2 and 6.4. No issues.

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

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

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

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

Liaison reports:

COA

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

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

Stewards

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

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

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

RXB Report:

Creighton/Kephart Liaison

Strategic Plan Overview.

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

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

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

What does RX need from BoD for support?

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

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

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

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

Rally Report

Lewis/Butler Liaison

Strategic Plan 2010 Overview

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

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

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

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

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

Planning Committee

Kephart

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

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

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

Appendix A

Action Item: RRRule Changes for Organizers

Proposed Changes to the Rules for Organizers (RFO)

December 11, 2009

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

Cover

Change: The revision date to 11/09.

Page ii

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

Page iii

Delete: (list of the SCCA RoadRally Field Staff)

Chapter 2.C.3

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

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

Chapter 6.D

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

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

Chapter 14.A.6

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

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

RRRs is in force for the vehicle entered.

Chapter 17.A

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

Chapter 17.E

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

Chapter 18.A

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

Chapter 18.B

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

Chapter 18.G

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

Chapter 18.J

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

Chapter 19.A

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

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

Chapter 20 D

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

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

Chapter 23

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

Chapter 23.A

Delete: NCR/NTR only.

Chapter 24.A.1

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

Chapter 24.B.1

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

Chapter 24.B.6

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

Chapter 24.C

Delete: (the entire title)

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

Chapter 24.C.1

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

Chapter 24.C.2

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

Chapter 24.C.3

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

Chapter 24.C.4

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

Chapter 24.C.5

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

Chapter 24.C.6

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

Appendix B.E.1

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

Appendix G Five Weeks Prior 1

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | Feb. 2, 2010

The Club Racing Board met by teleconference on February 2, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-03, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments via the form at <http://www.crbscca.com/>

GCR

Item 1.

#424 (CRB Item) 5.1.2 Appointment

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

" B. SCCA National, Regional, and Restricted Events

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

Item 2.

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

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

Item 3.

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

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

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

Item 4.

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

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

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

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

FF

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

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

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

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

IT

#164 (Tom Hoppe) Allow alternate motor mounts

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

MEMBER ADVISORIES

Specification Changes – What and When

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

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

Formula F

Members of the Formula F Community:

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

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

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

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

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

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

Bob Dowie, CRB Chairman

Spec Miata

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

NOT APPROVED BY THE CRB

GCR

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

Formula

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

Grand Touring

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

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

Production

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

Sports Racing

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

Touring/Showroom Stock

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

PREVIOUSLY ADDRESSED

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

NO ACTION REQUIRED

GCR

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

Formula

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

Production

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

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

American Sedan

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

RESUMES

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

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2010

NUMBER: TB 10-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

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

9.3.45. TIRES

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

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

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



Figure 2

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

Formula

FA

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

FE

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

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

FF

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

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

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

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

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

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

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

FV

1. #321 (Bruce Fuchiwaki) FV Spindle and carrier

In 9.1.1.C.3, add a new section: "11. Alternate spindle from cip1.com part number C26-412-020 and alternate spindle carrier C26-412-025 are allowed."

Grand Touring

GT1

1. #159 (Jeff Bailey) Allow graphic reproduction tail lights for Five Star Bodies

In 9.1.2.D.10.c, add a new subsection as follows: "3. For bodywork supplied by Five Star Race Car Bodies (www.fivestarbodies.com) graphic 'Tail ID Kits' specific to a particular body may be used. The graphics must reside in the stock location and working lights as required above must be incorporated into the graphics."

2. #607 (CRB Letter) GT1 Trans Am bodywork rule clarification

In 9.1.2.D.8.a.4, add at the end of the paragraph the following: "No additional spoilers, splitters, air dams or other aerodynamic devices not incorporated in the original approved body may be run. No undertray may extend beyond the outline of the original Trans Am approved body."

3. #608 (Bill Rose) Classify the Volvo 1800 E/S/ES body in GT3

In 9.1.2, GT3, add to VOLVO cars:

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

Improved Touring

1. Replace 9.1.3.D.7.2 with "Tires must conform to 9.3.45."

ITA

1. #389 (Eddie Bassett) Classify the BMW 528e

	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
BMW 528e (82-87)	6 cyl SOHC	81 x 84 2963	(I) 40.0 (E) 34.0	9:01	103.5	14	3.83, 2.20, 1.40, 1.00, 0.81	(F) 284 Disc (R) 284 Disc	2550	

2. #598 (Demetrius Mossaidis) Correct weight of 92-95 Honda Civic Si

In 9.1.3, ITA, Honda Civic Si (92-95), correct weight from 2330 to 2305.

Super Touring

Change 9.1.4.N.1 (in its entirety) to: "Tires must conform to 9.3.45. Filing, buffing, or any other disguising of tire sidewall is prohibited. Chemical treatments, or any means to artificially enhance tire performance is prohibited."

Production

EP

1. #572 (Allen Mitchell) Level 1 engine prep. and comp. ratio increase-Alfa Romeo GTV6

In 9.1.5, EP, Alfa Romeo GT-V6, to match other earlier Level 2 cars, replace Notes as follows: "Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500" max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers."

2. #588 (Sam Moore) Allow wheel rim size change

In 9.1.5, EP, BMW Z3, add "18 x 8" to the allowed max wheel sizes.

3. #595 (Robert Coffey) Remove 100 lbs. penalty added to Honda Prelude i in 2008

In 9.1.5, EP, Honda Prelude Si, change weights from 2420/* 2481/** 2541 to 2370/* 2430/** 2489.

FP

1. #599 (David Lyle) Increase Compression Ratio allowed on 4age engine

In 9.1.5, FP, Toyota MR-2, Notes, change "Comp. Ratio limited to 10.0:1" to "Comp. Ratio limited to 11:1".

HP

1. #631 (CRB Letter) Change valve lift on Volkswagen Jetta 1780 (85-91)

In 9.1.5, FP, Volkswagen Jetta 1780 (85-91), Notes, change "Valve lift limited to .420" to "Valve lift limited to .425".

2. #632 (CRB Letter) Change valve lift on the Volkswagen Golf (GTI, GT, GL)

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

American Sedan

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

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

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

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

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

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

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

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

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

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

2. #582 (CRB Letter) Correct omission

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

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

Showroom Stock

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

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

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

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

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

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

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

Spec Miata

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

Sports Racing

CSR

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

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

3. #544 (Erik Skirmants) Alternate sway bar

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

Touring

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

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

2. #502 (CRB Letter) Correct radiator contradiction

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

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

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

T1

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

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

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

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

3. #586 (Sam Ryan) Z06 calipers

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

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

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

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

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

T2

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

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

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

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

SOLO EVENTS BOARD

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

SOLO EVENTS BOARD

The Solo Events Board met at the SCCA Convention January 28-30. Attending were SEB members Tina Reeves, Dave Feighner, Iain Mannix, Erik Strelnieks, Bryan Nemy, Mike Simanyi and Steve Hudson; Dick Patullo of the BOD; Doug Gill, Nancy Downing, and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

RECOMMENDED TO THE BOD

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

GENERAL

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

Comment: Due to the above proposed change and its implications, class B Modified is not considered by the SEB to be subject to 4.9-based changes for 2011.

- The following change to the Appeal requirements is published here for member comment: Change the first sentence of 10.6.3 to read as follows:
"The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *one week* from the notice to the parties and no later than four weeks from said notice."

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

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

STREET TOURING

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

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

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

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

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

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

STREET PREPARED

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

STREET MODIFIED

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

PREPARED

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

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

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

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

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

"BMW

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

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

Alt. intake manifold #CAM-6618

Toyota

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

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

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

MODIFIED

- An opening is anticipated on the MAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.
- The SEB thanks Sheldon Lemoine for his valuable work on the MAC.
- The following rule change proposal is submitted for member comment: Replace the fourth paragraph of 18.0 with the following:

"The exhaust system/length of a car may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of a noise limiting device(s), and in so doing, keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting devices shall serve no other purpose than that stated, and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame."

NOT RECOMMENDED

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

TECH BULLETINS

- 1) General: Section 4.9 is reformatted for clarification, without intended change in current content or effect, as follows:

"4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES
 If in three consecutive years at the Solo National Championship a class fails to field a combined total (Open and Ladies) of at least seventeen (17) entrants, then for the following year that class will be amended . Changes to be considered may include, but are not limited to:

 - a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
 - b) consolidation
 - c) restructuring
 - d) elimination

This is not intended as the only criterion for class adjustments, consolidation, elimination, or restructuring; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account

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

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

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

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

Sonett

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

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

“Weight calculation example:

Subaru Sti (2.5 L) running 11 inch wheels.

Actual displacement (before overbore) 2457cc.

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

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

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

Total competition weight would be 2600 lbs”

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

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

Chrysler, Plymouth, & Dodge

Dakota 2WD (‘87-’96)

Dakota 2WD (‘97-’04)

ROADRALLY BOARD

RRB BOARD MINUTES | Jan. 31, 2009

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

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

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

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

Proceedings

1. Rally Liaison updates

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

2. 2010 Liaisons

Assignments: The following have been appointed 2010 Rally Liaisons:

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

Steel Haul, NC (April) - Jeanne English

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

Arizona, NC Rallies (March) - Jeanne English

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

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

St. Louis Rallies (July?) - tabled

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

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

Oktoberally, NC (September) - Jeanne English

USRRC NGTA (Oct) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

3. Review of Town Hall Meeting Discussions

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

Topic: Make the USRRC THE Championship Event

Discussion: USRRC and USRRC qualifier suggestions were:

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

Topic: How to break Year End Championship Tie Breakers

Discussion: Suggestions varied from:

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

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

Discussion: Suggestions to changing the current points categories were:

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

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

Old Business

New Business

Action items

Next meeting

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

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

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

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

RXB BOARD MINUTES | Nov. 9, 2009

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

Committee Reports

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

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

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

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

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

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

Old Business

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

New Business

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

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

Next meeting

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

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD MINUTES

RXB BOARD MINUTES | Dec. 17, 2009

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

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

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

Pending Business

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

New Business

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

Next meeting

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

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

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD MINUTES

RXB BOARD MINUTES | Jan. 31, 2010

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

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

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

The following items were discussed:

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

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

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

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

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

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | March 9, 2010

The SCCA Board of Directors met via conference call on Tuesday, March 9, 2010.

Call to Order – Lisa Noble 1900 Central

BoD Attendees: Todd Butler, Secretary; Phil Creighton; RJ Gordy; Bill Kephart; Robin Langlotz; Michael Lewis, Treasurer; Bob Lybarger; Marcus Merideth; Lisa Noble, Vice Chair; Dick Patullo; John Sheridan; Jerry Wannarka, Chair.

National Staff Attendees:

Jeff Dahnert, President & CEO

Approval of Convention Minutes – Todd Butler

Gordy/Patullo Motion to Approve Minutes. Approved Unanimous

New Business

2010 SCCA Foundation BoD appointments as received from the nominating committee

Lybarger/Noble Motion: Effective immediately, Approve the following SCCA Foundation Board of Directors as listed below. Approved Unanimous

Raleigh Boreen
Dennis Dean
Beverly Heilicher
Jim Turley.

Request through Chairman to Chairman communication that the newly instated Foundation Board of Directors select a fifth candidate to bring to the SCCA Inc. Board of Directors for approval.

2010 SCCA ProRacing BoD appointments as received from Chairman Brian Holtz

Gordy / Langlotz Motion: Effective immediately, Approve the following SCCA Pro Racing Board of Directors: Approved Unanimous

Returning Board Members:

Brian Holtz Chairman
Cary Agajanian
Elliot Kaplan
Michael Lewis
Phil Creighton

New Candidates:

Jay Signore
Brett Fisher

GCR ITEMS

CRB Sound language

Merideth/Sheridan, motion to approve the following GCR change:

Approved: Butler, Creighton, Gordy, Kephart, Langlotz, Lewis, Lybarger, Merideth, Noble, Sheridan, Wannarka. Abstain: Patullo. Effective immediately 3/9/10.

5.7.3. Standards

A sound level instrument (meter) that meets American National Standards Institute (ANSI) S1.4-1983 Class 2 or better shall be used. The primary maximum for SCCA Sound Control shall be a sound pressure level of 103dB "A" frequency weighted (dBA) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/ or artificial markers indicating track edge. Lower (**Other**) maximum levels may be imposed at specific venues or events. These lower (**alternate**) levels shall be noted in the Supplemental Regulations. All sound readings shall be truncated to the lower whole

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number. (Anything after the decimal point is ignored.)

Change the sentence "Lower maximum levels may be imposed at specific venues or events." to read, "Other maximum levels may be imposed at specific venues or events." The next sentence would also drop the word "lower" and replace with "alternate".

BoD discussion on enforcement of sound rules, intended for exceptions and on a track by track basis. Some Divisions may determine not to enforce sound based on local tracks. Exec Stewards with Regions will make determination. Sound will still be monitored.

Seat mounting

Merideth/Sheridan, motion to approve the following GCR change:

Approved: Butler, Creighton, Gordy, Kephart, Langlotz, Lewis, Lybarger, Merideth, Noble, Sheridan, Wannarka. Abstain: Patullo
Effective immediately 3/9/10.

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

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

SoPac waiver for in Division finishes for Club Racing.

Lewis/Lybarger Motion to approve the following waiver: Approved: Unanimous

Waive GCR 3.9.2.A.2 (At least 2 of these 4 National races must have been in his Division of Record) Effective 1-1-2010 for drivers with SoPac as their Region of Record for 2010 ONLY

Adjourn 1955 Central

Patullo/Lewis Motion to adjourn

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 2, 2010

CLUB RACING BOARD MINUTES | March 2, 2010

The Club Racing Board met by teleconference on March 2, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager Club Racing; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-04, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments via the form at <http://www.crbscca.com/>

IMPROVED TOURING

1. #756 (CRB) Restrict AWD center differentials

In 9.1.3.D.4.b, add a new sentence: *"In AWD cars, the center differential must remain stock."*

SUPER TOURING

STO

1. #509 (David Pintaric) Viper Comp Coupe Classification Clarification

In 9.1.4.A, first sentence, change as follows: "Vehicles used in ~~the series~~ *this category* must be identifiable with offered for sale to the public and available through the manufacturer's ~~normal~~ distribution channels in the U.S."

TOURING

1. #331 (David Jones) Increase camber allowance

In 9.1.10.D.5.A.1. change to read: Adjustment is permitted with a maximum negative camber of ~~two~~ (2) 2.5 degrees.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

FF

Ford Racing has requested approval of an alternate engine block for the FF Kent engine. Conditional approval is granted for Ford Racing part number M-6010-16K. When the blocks become available, they will be examined for conformance to the specifications given in 9.1.1.D.1 and to insure that they provide no performance advantage over existing blocks. If confirmed, notice will be published in a future Technical Bulletin of final approval.

VOLUNTEERS SOUGHT

The CRB is seeking one or more volunteers to design a study to determine whether it would be possible to extend safety harness lifetimes beyond the FIA and SFI replacement dates. After the design is complete, the CRB and BoD would determine the feasibility of carrying out the study. Volunteers who have experience in design of scientific studies/experiments are asked to submit brief resumes to the CRB through the member input web form at www.crbscca.com (resumes may be uploaded through the form).

ST CLASS

The CRB advises the membership that if the Touring category ST class does not meet the requirements of 9.1.12.A (average of 2.5 entries per National race) in 2010, the cars in the class will be consolidated into the T1 class. Members could also choose to run their cars in the STO class.

FV MANIFOLDS

The CRB requests input from FV Regional and National Competitors concerning the direction that should be taken on FV manifolds. Please send your responses via the member input web form at www.crbscca.com.

1. Would you favor the use of controlled manifolds (starting in 2012) that meet the following criteria?

- a. They would retail for \$ 500.00 or less
 - b. They would outperform any current manifolds
 - c. They would flow within 1% of one another
 - d. They would be allowed at all SCCA races once introduced.
- Yes _____ No _____
2. Whether or not controlled manifolds are adopted, should VW-based manifolds rules for 2011 be made more restrictive than the current "state of the art" (i.e., return to power levels of a few years ago) or should the rules just try to limit them to the existing power levels of the current "state of the art" manifolds through dimensional controls?
More restrictive _____ Maintain current "state of the art" _____
 3. I race primarily in:
Regionals _____ Nationals _____ Both _____

NOT APPROVED BY THE CRB

GCR

1. #461 (Steven Glaab) Newly classified cars at the Runoffs
The request to require newly classified cars to run a number of events prior to the Runoffs with SCCA data acquisition boxes is simply not practical. Generally, the CRB will not accept requests for new classifications after the first of the year (although it may take a few months to process requests received late in the preceding year). In most cases, that will provide opportunities to observe the performance of newly classified cars.

GRAND TOURING

GT1

1. #411 (Patrick James) Allow alternate carburetor
Because of the performance advantage of the proposed carburetor, approval of this part would effectively lock the class into a single source manufacturer. In addition, this would introduce annular discharge style carburetors into the class.

GT2

1. #293 (Michael Piera) Allow Grand-Am spec 911 GT3 cup in SCCA GT1
This car is currently classed and may run in GT1. It is not feasible to create comprehensive GT2 specifications that are enforceable for what is essentially a spec car.

GT3

1. #688 (Joe Kristensen) Increase restrictor size on engines 1800-1999cc
We will continue to monitor class performance.

IMPROVED TOURING

1. #487 (Jake Gulick) Consider revisions to ITCS classification parameters
The IT advisory committee plans to revisit IT philosophy and weight-assignment strategies during 2010.

ITA

1. #699 (Charles Mathes) Allow 90-93 1.6 Miata to use the 94+ year models differential housing and parts
The request is related to dual classing in SM and ITA. This would require the introduction of a second set of rules into IT which is not desirable. If members wish to enter multiple classes, they should approach their regions to accommodate this on a local level.

ITB

1. #635 (Raymond Blethen) Weight Correction - VW Golf III
For now, old listings will not be corrected unless two cars can be demonstrated to be mechanically identical but have different weights, or unless the class is being negatively impacted.

ITR

1. #486 (Jake Gulick) Clean up BMW ITR listings
Consideration is being given to revisiting ITR as a whole during 2010.

ITS

1. #488 (Jake Gulick) Review BMW E30 325is
For now, old listings will not be corrected unless two cars can be demonstrated to be mechanically identical but have different weights, or unless the class is being negatively impacted.
2. #639 (Jake Gulick) Remove line item exception for Oldsmobile
This exception was inherited from SS. There is no intent to make any more such exceptions. Changing this exception now would not be fair to those currently racing the car.

SUPER TOURING

1. #147 (Rodney Williamson) Allow alternate heads, cranks and TB. Allow full porting of intake.
Not in the philosophy of the class. Alternate engines are allowed per the rules.
2. #158 (John Slinkard) Allow variable angle rear wing mount
9.1.4.A, second paragraph restricts modifications to those explicitly allowed in the ST rules, thus no active aero devices are allowed.

PRODUCTION

1. #694 (Curtis Wood) FWD Level 2 alternate and sequential transaxle discussion
Inconsistent with class philosophy.
2. #729 (Michael Green) Allow removal of door hinges on open cars
9.1.5.E.9.a.6 states that stock door hinges must remain in the stock location and be functional. Lightening of the hinges is allowed, but not removal of them.
3. #709 (Chuck Davis) Allow doors constructed of alternate materials
This would be a fundamental change in the category philosophy.

EP

1. #637 (Michael Sturm) Allow Honda Prelude V-Tech Front rotors/brakes
This car is classified properly.

SS

SSC

1. #555 (Ian Stewart) Allow oil separator for crankcase breather
Not consistent with class philosophy.
2. #646 (Ian Stewart) Reduce the weight of the Focus SVT by 50lbs
Car is at weight per established power to weight formula.

SPEC MIATA

1. #447 (Rob Burgoon) Valve spring washers/shims
The need for shims would only arise from non-compliant machine work to the cylinder head.
2. #578 (David Dewhurst) Spec Miata Class Identification
Creating multiple class designations, within the same class, would cause confusion amongst drivers and officials.
3. #662 (John Phillips) Split SM 1.6L & 1.8L cars into two classes; ECU concerns
There are not sufficient advantages to splitting the class and there are too many risks. The advisory committee is working on the ECU issues.
4. #669 (James Eli) Exhaust System Coating Rule Change
The rule is correct as written.

TOURING

T1

1. #593 (Carl Fung) Allow C5 Corvette Stock rear wheel on front
Car is competitive as specified.

T3

1. #472 (Aaron Stehly) Allow alternate turbo recirculation (diverter) valve for VW GTI
Requested part appears to have other performance effects.

PREVIOUSLY ADDRESSED

GRAND TOURING

GT1

1. #649 (Ryan McManus) Rule Ambiguity for approved body/front splitter
See letter #607 March Fastrack.

PRODUCTION

1. #675 (Hal Williams) Opposes tail light rule
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.
2. #693 (Robert (Bob) Hess) Fastrack Prod #408, Dave Lemon, Rain Lights
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.
3. #700 (Tom Broring) Comment for Feb Fastrack-Prod Rain Light
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.
4. #705 (Bill & Tricia Rose) Response to Feb. Fastrack item "rain lights"
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.

5. #712 (Austin Britton) No Rain Lights on Prod Cars
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.

EP

1. #636 (Michael Sturm) Weight of Honda Prelude SI
The weight of this car was reduced in the March Fastrack. We will continue to monitor the class.

SUPER TOURING

STO

1. #131 (May Rob) Classify the Maserati Trofeo Light
In 2010 GCR.
2. #270 (Rob May) Classify 2008-2010 BMW M3 in STO
In current GCR.
3. #271 (Rob May) Allow V8 in 2001-2007 BMW M3
In current GCR.
4. #272 (Rob May) Allow body kit - BMW E46 M3
In current GCR.
5. #273 (Rob May) Classify 3.4 liter BMW E46 M3
In current GCR.
6. #374 (David Mead) Add GT3 RSR model to Porsche 997 spec line in STO
In current GCR. Listed as Porsche 997.

NO ACTION REQUIRED

GCR

1. #618 (Jack Martin) Supports proposed seat mounting to cage
Thank you for your input.
2. #619 (Jorge Chediak) Supports proposed seat mounting to cage
Thank you for your input.
3. #621 (Rich Jones) Supports proposed seat mounting to cage
Thank you for your input.
4. #622 (Fred Hetherwick) Supports proposed seat mounting to cage
Thank you for your input.
5. #624 (John Rissberger) Supports proposed seat mounting to cage
Thank you for your input.
6. #625 (Robert Johns Jr) Supports proposed seat mounting to cage
Thank you for your input.
7. #626 (Kyle Watkins) Supports proposed seat mounting to cage
Thank you for your input.
8. #682 (Jon Lane) Supports proposed seat mounting to cage
Thank you for your input.
9. #683 (Tim Oehlerking) Update approved fire bottle list
SFI has a more current list that they will be posting to their website soon. (The list has been emailed to the letter writer.)
10. #689 (Patrick Goolsbey) Runoffs Minimum qualifications
Four starts in National races are required, two of which must be in the driver's division of record. Four finishes in National races are required, but all of these may be in divisions other than the driver's division of record.

GRAND TOURING

GT1

1. #670 (David Rhoades) Clarifications on rules requirements
Stock unmodified OEM bodywork is allowed. Steering column must conform to 9.1.2.D.5.e.2.

IMPROVED TOURING

1. #617 (Steve Linn) ITAC / CRB Relationship
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
2. #627 (Raymond Blethen) 6mo+ CRB Members resign & positions up to vote by SCCA membership
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
3. #630 (John Coffey) ITAC / CRB Relationship
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.

4. #644 (Ronald Earp) ITAC / CRB Relationship
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
5. #645 (Butch Kummer) CRB / ITAC relationship
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
6. #657 (Edward Alan Kummer) Thoughts on the Improved Touring "Process"
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
7. #685 (William Stevens) CRB / ITAC Relationship
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
8. #643 (Robert Luke) CRB / ITAC relationship
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.

ITA

1. #390 (James Coyne) Clarify VW 2.0L Golf weight
It is heavier than the 1.8L because it has more power and was deemed appropriate during the 2006 realignment.

ITB

1. #690 (Joshua Baldwin) Transparency of group and weight classification
Thank you for your input. We will try to make responses to requests for weight corrections more specific.

SUPER TOURING

1. #148 (John Cooper) Roll cage rules discrepancy for ST cars
9.4.E.1 does not include the Super Touring category so it is allowed to add as many attachment points as desired. That would include multiple tubes through the firewall to the front strut towers.
2. #537 (James Rogerson) Reinstate 4wd/AWD cars to ST
All wheel drive/four wheel drive cars are allowed in STU at the same weights as two wheel drive cars. See 9.1.4.2.B.3 or 9.1.4.2.B.5, as appropriate. For STO, cars must be listed in 9.1.4.1.F.
3. #169 (Adam Zysk) Can I use an aftermarket turbo?
Aftermarket turbos will be considered on a case-by-case basis. An evaluation will be based on a durability/availability/reliability need.

PRODUCTION

FP

1. #641 (Mike Workman) Ride height rules - Miata
Spindles may not be modified from stock. Welding onto the spindle is not allowed. General PCS rule 9.1.5.D.1 states that if the PCS does not say you can do it, then you can't.

HP

1. #727 (Ron Bartell) Weight Adjustment for 1.5 L Honda
Thank you for your input. We will continue to monitor H Production throughout the year.

SPEC MIATA

1. #656 (Charles mathes) Suspension allowance for 90-97 cars; ECU issues; allow 1.8L engine
Input on allowing 90-97 cars to upgrade to 99-05 suspension components was unofficially requested several months ago and many letters were received. The letters were overwhelmingly against this change. The advisory committee is working on the ECU issues. The advisory committee will address allowing 1.8L engines in 90-93 cars later in 2010.
2. #665 (Taylor Ferranti) ECU issues
The advisory committee is working on the ECU issues.
3. #667 (William Keeling) SM thoughts
Performance parity issues will continue to be monitored.

TOURING

1. #576 (Crue Blakeley) Fuel cell in Touring - request clarification
The existing Touring category rules do not allow the floor pan to be cut or modified to install a fuel cell.

T2

2. #672 (Brandon Lewis) What are Subaru STi allowed modifications?
Specific modifications are in 9.1.10, T2, Subaru Impreza WRX STi (03-07) listing. Other modifications are allowed per the general preparation rules for the Touring category.

RESUMES

1. #647 (Matthew Green) Resume submission for ITAC or STAC
Thank you for your resume. It will be kept on file.

2. #655 (Travis Nordwald) ITAC Resume
Thank you for your resume. It will be kept on file.
3. #668 (Robert Finlayson) ST advisory committee resume
Thank you for your participation. Rob Finlayson has been appointed to the ST advisory committee.
4. #713 (Chris Childs) Resume for ST advisory Committee
Thank you for your participation. Chris Childs has been appointed to the ST advisory committee.
5. #642 (Chris Brannon) Resume for A sedan advisory committee
Thank you for your participation. Chris Brannon has been appointed to the ST advisory committee.

CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2010

NUMBER: TB 10-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

1. #706 (CRB) Clarify side protection tubes attachment

In GCR 9.4.D, add a new second sentence: "*Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3 below).*" [This confirms Racing Memo 10-02.]

2. #769 (CRB) Add new fuel dielectric constant test meter

The existing dielectric test instruments are no longer in production. Modify parts of 9.3.26.A and Appendix G as shown:

A. Permitted Fuel

Permitted fuel is herein defined as gasoline or meeting specified dielectric constant standards and not containing any prohibited substance in excess of stated limits. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The D.C. of gasoline will be measured by an SCCA Fuel Check Meter (Precision Fuel Testing G-01 Fuel Analyzer, Kavlico FT-K01 Fuel Tester or Digatron DT47-FT fuel tester). The 0 (zero) calibration of the SCCA Fuel Check Meter is set against reagent or laboratory grade cyclohexane. Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses. If a competitor's fuel is not compliant with the fuel standards below, the Chief Steward shall take appropriate action (Chief Steward's Action or Request for Action). In addition, fuel may be subject to laboratory testing.

If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9 (*G-01 or FTK-01*) or between 24 and 55 (*DT-47FT*). Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.

Fuel Standards		
Classes	Type	DC max
SSB, SSC	EPA-compliant fuel meeting the manufacturer's requirements as stated in the owner's manual	<i>G-01 or FTK-01 – 15</i> <i>DT-47FT – 166</i>
All other classes	Gasoline with or without added oil	<i>G-01 or FTK-01 – 15</i> <i>DT-47FT – 166</i>

Change Appendix G.2.13 as follows:

13. Dielectric Constant has a tolerance of +0.2 (*G-01 and FTK-01 meters*) or +2 (*DT-47FT meter*).

3. #838 (Terry Ozment) Correct 15 Year-Old Permit wording to include National License

In Appendix C, 2.6.B, modify the second sentence and insert a new third sentence as shown:

A 15 Year-Old Novice Permit will be issued in the form of a Novice Permit with a distinctive cover. It must be used for all driver school and regional race events until the driver reaches the age of 16. *If the requirements for a National License are satisfied before the permit holder turns 16, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office, with the appropriate license fee, to be replaced by a National license.* If the requirements for a regional license are not fulfilled by the time the driver reaches the age of 16, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office to be replaced by a Novice Permit. Any successfully completed Driver Schools and races will be transferred to the Novice Permit.

4. #879 (CRB) Correct omission in roll cage tube sizes

In 9.4.F.2 and 9.4.5.E.4.b, for vehicle weight over 2699 lbs, add *1.50 x .120* to the allowed tubing sizes. [This corrects an unintended omission created when the roll cage rules were reorganized in 2008.]

Formula

None.

Grand Touring

GT1

1. (Multiple) GT1 Tail Light Rules

The CRB rescinds GT1 item 1 in TB 10-03 (tail light decal allowance) based on member input pointing out unintended consequences.

GT3

- #564 (David Rugh) Non-Crossflow 2 valve VW engines
In 9.1.2, GT3, Volkswagen Engines, 1715cc, 2v, replace Notes with: *Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head at 1805 lbs.*; 1780cc, 2v, replace Notes with: *Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head at 1805 lbs.*; 1984cc 2v, replace Notes with: *Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head at 1855lbs.*

GTL

- #574 (Bobby Lentz) Clarify GTL splitter rules
Clarify the GTL splitter rules by making the following changes:
9.1.2.F.4.b.12: A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend as follows:
GT2: a front splitter may extend up to three (3) inches.
GT3: a front splitter may extend up to two (2) inches.
GTLite: a front splitter may extend up to two (2) inches.
9.1.2.F.4.b.15, change as follows: GTLite front splitter: A front splitter may be added that is a flat single-plane, with an exposed top surface not more than 2.00 inches.
#609 (Brian Linn) Clarify 50 lbs RWD penalty for BLMI engines
In 9.1.2, GTL, BLMI engines, correct the Notes for the 948cc, 970cc, 1071cc, 1098cc, 1147cc, 1275/1380/1399cc, 1296cc and 1493cc engines either by changing "RWD Mini add 50lbs." or adding "RWD Mini add 50 lbs."
#697 (Warren Montague) Request for rule clarification - Splitter
See letter #574.

Improved Touring

ITS

- #380 (Matthew Brueck) Classify the Subaru 2.5 RS

ITS	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Subaru Impreza 2.5 RS (98-01)	4 cyl. SOHC	99.5 x 79.0 2457	(I) 38.5 (E) 32.0	10.0:1	99.2	16	33.545, 2.111, 1.448, 1.088, 0.780	(F) 277x24 vented (R) 266x10 solid	2660	Center differential must remain stock.

Super Touring

- #750 (Chris Childs) Factory spoilers/wings
In 9.1.4.2.A.1.b, delete: "Removable OEM spoilers and wings are not permitted." [This is in conflict with 9.1.4.C.1: OEM spoilers and wings, and aftermarket wings and spoilers are permitted.]

STO

- #369 (Rob May) Allow 15" Brake rotor STO
In 9.1.4.1.C.1, add "Maximum brake rotor size of 380mm allowed at 100 pound penalty."
- #567 (Jerry Onks) Increase Maximum Brake rotor size to 380mm
See letter #369.
- #896 (Club Racing Board) Add the 8400cc Viper to the STO spec line
In 9.1.4.1.F, STO, classify the Dodge Viper 8400cc as follows:

STO	Engine Displacement (cc)	Min. Weight (lbs.)	Restrictor	Notes
Dodge Viper	8400	3400	60mm	

STU

- #707 (David Mead) move twin turbo engines out of STU
In 9.1.4.2.B.5, add after the first sentence: "Twin turbo engines are allowed on a case-by-case basis only." [Twin turbos are welcome in STO.]
- #708 (David Mead) Weight reduction request for rotary engines
In 9.1.4.2.B.4, change 2600 to 2400 and 2450 to 2350.

Production

EP

- #460 (John Longwell) Classify BMW 328i E36 (96-99) for E Production

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.)
BMW 328i E36 (96-99)	2	2725 * 2793 ** 2861	6 Cyl. DOHC	84 x 84	2793	Alum	Alum	(I) 33.0 (E) 30.5	Fuel Injection	106.3	59.6 / 60.1

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
BMW 328i E36 (96-99)	18 x 8	5	(F) 286 vented (R) 280 solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".

- #584 (Lee Niffenegger) Model Year Addition and Wheel Size Commonization Request- Honda S2000
In 9.1.5, EP, Honda S2000(04-08), change model years to (04-09)
In 9.1.5, EP, Honda S2000 (00-03), Wheels (max), add "17 X 8.5".
In 9.1.5, EP, Honda S2000 (00-03) and Honda S2000 (04-09), add to Notes: "OEM or aftermarket rear wing is not permitted."
- #696 (Jerry Hooten) Transmission speeds
Correct 9.1.5, EP, Toyota Supra (82-85), Trans. Speeds to "5".

FP

- #431 (David Mead) Allow Civic Del Sol Additional Cam Lift
In 9.1.5, FP, Honda Civic del Sol, Notes, change valve lift from .410 to .416.

American Sedan

- #257/#258/#532 (Ted Johnson/Jeff Kopp/Andy Brown) Adjust weights between iron head and aluminum head cars
Reduce base weight of cars by 50 lbs. and increase the aluminum head penalty to 150 lbs. Modify specification lines as follows: Edelbrock Cylinder Head Part #'s 608979, 608879 may be used with a 400 150 lb. weight penalty. Change base car weights as follows: Camaro & Firebird 82-92 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Camaro & Firebird 93-02 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Mustang 79-93 ~~3080~~ 3030 lbs. over 313 cu. in. ~~3380~~ 3330 lbs. Mustang 94-98 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Mustang 99-04 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Mustang GT 05-09 ~~3280~~ 3230 lbs. over 313 cu in. ~~3580~~ 3530 lbs. Capri 79-86 ~~3080~~ 3030 lbs. over 313 cu. in. ~~3380~~ 3330 lbs Pontiac GTO AS full prep. 04-06 – ~~3480~~ 3430 lbs. over 313 cu. in. ~~3680~~ 3630 lbs.
- #698 (Evan Kesselman) Amend Hood rules for Limited Prep Cars
In 9.1.6, Camaro & Firebird (93-97) Restricted Prep. and Camaro & Firebird (98-02) Restricted Prep., add to Notes: "Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. WS6 hood is permitted with ram air opening sealed to prevent the passage of air."
- #710 (Jack Martin) Manifold heat riser
Clarify intent by modifying the following paragraphs as shown: 9.1.6.D.1.a.1 The approved manifold may be ported and polished, *and exhaust crossover may be blocked*, but its design and configuration shall not be altered in any other way.
9.1.6.F. 6. Heat riser passage may be blocked ~~from intake manifold side of cylinder head only~~.
- #827 (CRB) Connecting rod clarification
Delete 9.1.6.D.1.j.3 in its entirety. [This conflicts with the current connecting rod specifications in 9.1.6.F.]
- #837 (CRB) Add language to AS rules to reference 2007 GT cages for cars registered prior to 1/1/08
Add a new subsection f to 9.1.6.D.9 as follows: *All cars registered 1/1/08 or later shall have a roll cage that meets the requirements of section 9.4. Cars registered before 1/1/08 must comply with section 9.4 or with the 2007 GT roll cage rules in Appendix I.*

Showroom Stock

SSB

- #337 (CRB) Allow the Mini to use the fixed camber plates
In 9.1.6, SSB, Mini Cooper S (02-04) and Mini Cooper S (05-06), add to Notes: Ireland Engineering Mini Cooper Fixed Camber Plates 4/2002-2006 part "minicamber" permitted.

SSC

- #536 (Philip Royle) Correct brake size of SSC '02-'04 Sentra
In 9.1.7, SSC, Nissan Sentra SER Spec-V (02-04), correct brake size from (F) ~~305 Vented Disc~~ (R) ~~278 Solid Disc~~ to (F) 280 x 22 Vented Disc (R) 232 x 7 Solid Disc
- #666 (Matt Murphy) Honda Civic SI Wheel Size
In 9.1.7, SSC, Honda Civic SI (02-03), correct wheel size from ~~46~~ x 6.5 to 15 x 6.5.
- #773 (CRB) Correct the model years for the 95-01 Acura Integra GSR
In 9.1.7, SSC, correct the model years for the ~~95-01~~ Acura Integra GSR to 94-01.

Spec Miata

None.

Sports Racing

1. #882 (CRB) Correct errors in CSR engine table

In 9.1.9.A.2.a, engine table, correct line L by replacing the Notes entry in its entirety with: "*over 1615 cc up to 2000 cc: 1300 lbs; over 2000 cc up to 2500 cc: 1350 lbs*". and replace the Req'd Restrictor entry in its entirety with: "*Under 2000cc, 33 mm SIR required except under 10:1 CR, unrestricted; under 2500cc, 31mm SIR required except under 9:1 CR, unrestricted*". [A previously approved clarification to Line L was applied incorrectly.]

Touring

T1

1. #714 (CRB) C5 brake and tire size corrections

In 9.1.10, T1, Chevrolet Corvette C5, make the following corrections: Tire Size - delete "~~315/35/17 (max) (F&R)~~"; Brakes (mm) - delete "~~may use two piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size and~~"; also delete "~~Add to Notes:~~"

2. #648 (Steven Glaab) Clarify header allowance

In 9.1.10, T1, Chevrolet Corvette C5, clarify addition to Notes in TB 10-2, as follows: "The stock exhaust manifolds may be replaced with any headers that connect to the catalytic converters or to the converter replacement pipes allowed in 9.1.10.D.1.h without other modification to the exhaust system. *The header may replace the catalytic converter replacement pipes.*"

T2

1. #589 (Jef DeGriek) T2 lotus spring package

In 9.1.10, T2, all Lotus models, add to Notes: "Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed."

T3

1. #333 (Scotty White) Adjust 2001-2004 Mustang

In 9.1.10, T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change weight from ~~3480~~ to 3330.

2. #745 (CRB) Classify VW TDI

In 9.1.10, T3, classify the Volkswagen Jetta TDI

T3	Bore x Stroke (mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Volkswagen Jetta TDI (2009-)	81.0 x 95.0 1968	2578.1	16 x 6.5 17 x 7	205/55 or 225/45	3.78, 2.12, 1.36, .96, .77, .76 Or 4.04, 2.37, 1.56, 1.16, .85		(F) 288 x 25 Vented Disc (R) 260 x 12 solid disc	3100	

3. #844 (CRB) VW GTI reduce weight of DSG equipped car

In 9.1.10, T3, Volkswagen GTI (06-10), change weight of DSG from ~~3480~~ to 3130.



Event Schedule

ROAD AMERICA #IDC-10-S
HELD UNDER 2010
GENERAL COMPETITION RULES

ATTENTION: The SCCA Club Racing Board may alter the schedule one time by August 22nd for purposes of safety or to address class subscription levels. (Supplemental Reg. Section 5.1)

QUALIFYING / MEETINGS

20 min. sessions

	<u>MON 9/20</u>	<u>TUES 9/21</u>	<u>WED 9/22</u>	<u>THURS 9/23</u>
	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>
8:00	T3/STU	GT2	SSB	SSC
8:30	F500	FM	FA/FB	FF
9:00	SM	FP	GT1	T2
9:30	GTL	FC	CSR/S2000	FE
10:00	EP	GT3	T1/STO/ST	AS
10:30	DSR	SRF	FV	HP
11:00	SSC	T3/STU	GT2	SSB
11:30	FF	F500	FM	FA/FB
12:00	T2	SM	FP	GT1

LUNCH- CRB MTGS	GT/SM	FORMULA/ SPORTS RACER	SS/AS/ TOURING	PROD
1:30	FE	GTL	FC	CSR/S2000
2:00	AS	EP	GT3	T1/STO/ST
2:30	HP	DSR	SRF	FV
3:00	SSB	SSC	T3/STU	GT2
3:30	FA/FB	FF	F500	FM
4:00	GT1	T2	SM	FP
4:30	CSR/S2000	FE	GTL	FC
5:00	T1/STO/ST	AS	EP	GT3
5:30	FV	HP	DSR	SRF

HARDSHIP SESSIONS

Please see the Chief Steward

	<u>FRI 9/24</u>	<u>SAT 9/25</u>	<u>SUN 9/26</u>
7:45	SESSION 1	SESSION 1	SESSION 1
8:00	SESSION 2	SESSION 2	SESSION 2

NATIONAL CHAMPIONSHIP RACES

ALL RACES 13 LAPS OR 40 MIN., WHICHEVER ELAPSES FIRST.
RACE TIMES ARE GREEN FLAG TIMES.

	<u>FRI 9/24</u>	<u>SAT 9/25</u>	<u>SUN 9/26</u>
8:30	T3/STU	T2	T1/STO/ST
9:30	F500	FE	FV
10:30	SM	AS	GT2
11:30	GTL	HP	FM
LUNCH			
1:30	EP	SSB	FP
2:30	DSR	FA/FB	FC
3:30	SSC	GT1	GT3
4:30	FF	CSR/S2000	SRF

ACTIVITY CALENDAR

Mon 9/20
6:00 pm*
Welcome Party

Tues 9/21:
6:00 PM**
Worker Party

Wed 9/22:
6:00 pm*
Worker Party

Thurs 9/23:
6:00 pm**
WORKER OF THE YEAR PARTY
DRIVERS WELCOME!!

Fri 9/24:
5:30 PM**
Worker Party

Sat 9/25
5:30 pm*
PARTICIPANT PARTY

Sun 9/26:
5:30 pm**
Worker Party

*All times are approximate
**Worker Parties start @
conclusion of days events





SUPPLEMENTAL REGULATIONS

1. Entries
2. Driver Eligibility
3. Tow Fund
4. Registration & Credentials
5. On-track Sessions
6. Grid
7. Start/Finish
8. Timing & Scoring

9. Pre-race Tech Inspection
10. Impound & Post Race Inspection
11. Decals/Patches
12. Penalties/Protest/Appeals
13. Race Results
14. Rules of Operation/Pits/Paddock
15. General Info
16. Race/Driver Info.

Held under the 2010 General Competition Rules

#IDC-10-S

Online Registration at www.scca.com

1. ENTRIES

- 1.1. All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and meet all criteria as listed under section 2.
- 1.2. Driver Eligibility: Drivers may enter as many classes as they wish and drive any car eligible for that class, provided they meet all driver eligibility requirements for each class entered.
- 1.3. One Vehicle, Multiple Classes: A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class entered per these supplemental regulations and the vehicle shall be capable of meeting all requirements and specifications for those classes. Separate entry forms and fees are required for each class entered.
- 1.4. Registration: Online registration will be available at www.scca.com. Paper entry forms and fees (under same cover) shall be faxed to 785-232-7214 or mailed to:

SCCA
Attention: Club Racing
P.O. Box 1833
Topeka, KS 66601-1833

- 1.5. All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6).
Entry Dates:

- July 20th, 2010 9:00 AM CDT Registration opens for drivers and workers

Paper or Online entries will not be accepted before the date noted above. Entries received prior to these dates will be returned.

- 1.6. Entry Fee: Online entry fee is **\$450** payable with Visa, MasterCard, or Discover. Paper entry fee is **\$460** (US Funds) payable to SCCA, Inc. The paper entry fee includes a \$10 handling fee. After midnight (CDT), Friday, August 27, 2010 (online, postmarked or dated by an express delivery service) the entry fee is \$650 for online or \$660 for paper entries. Note: An additional \$25 fee will be charged for checks returned for insufficient funds.
- 1.7. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (CDT) Tuesday, September 7, 2010. Driver/entrant may cancel by the following methods:
 - Fax – (785) 232-7214
 - U.S. mail (see section 1.4 for address)
 - E-mail – runoffs@scca.com

Cancellations received between Sept. 8th & Sept. 26th will be refunded the entry fee less \$175.

If your entry is not accepted for the Runoffs, you will automatically receive a full refund.

- 1.8. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A. and the guidelines as set forth in these supplemental regulations.
- 1.9. Car Numbers: 2009 Runoffs Participants will be given the opportunity to choose their 2009 car number in the same class in 2010. These competitors will have until 9:00am July 30th, CDT to register thereby securing their 2009 number. All 2009 numbers not registered to a 2010 participant will be released and available to anyone after that date. 2009 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment.
 - In the case of groups with combined sessions, if there are two drivers requesting the same number, the number will go to the first one registering.
 - The official paper event entry form provides space to indicate six (6) possible numbers of your choice.
 - The official online event entry form allows you to choose your number from the remaining available numbers.
 - Permitted numbers range from 00 through 99.
 - **Changes to assigned numbers shall be made before 5 PM CST September 13, 2010.**
 - Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring.
 - Illegible numbers may not be timed or scored.
 - In addition to having numbers on the end plate, all winged Formula cars are encouraged to have numbers elsewhere on the car.

2. DRIVER ELIGIBILITY

- 2.1. Entries will be accepted for this 2010 Interdivisional Championship Event from those drivers who meet the following for each class entered:
- 2.2. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least four (see GCR 3.9.2.A./B./C./D/E.) Defending National Champions: See section 3.9.2.B on page 19 in the 2010 GCR for requirements. The requirement for 2 of the events to be in-division is waived for drivers whose Region of Record is in SoPac (BOD action on 3/9/10 conference call – April Fastrack)
- 2.3. If you are not sure you are eligible, send an entry anyway. If the entry is denied, your entry fee will be refunded in full.

3. TRAVEL/TOW FUND

- 3.1. A Tow Fund will be collected and maintained by the SCCA during the 2010 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.
- 3.2. Fund Determination: A driver's payment will be determined by the following:
 - Straight line mileage (calculated using Latitude and Longitude) from the driver's permanent residence to Road America.
 - The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry.

Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.
- 3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:
 - Top three (3) drivers with the highest points total in each class from each Division if they attend the event (no tow money will be paid to drivers living closer than 299 miles and the maximum mileage to be paid will be 2,100 miles). **If any of the top three in points in a class in a division do NOT attend the event, the tow fund will NOT be paid farther down the points list.**
 - Shall enter on time and entry be accepted to participate in the Runoffs®
 - Shall complete registration, Tech inspection and be on-track at least once during the week.

Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H).

 - *In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.E.) affecting Tow Fund payout, both parties will receive payment.* Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
- 3.4. Mailing of Funds: The National office will mail tow fund checks within 60 days of the completion of the event.
 - The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check.

- A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company.
 - Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in tow fund.
- 3.5. Tow Fund Claim Deadline: All inquiries regarding tow fund shall be made by December 13, 2010. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 13, 2010. No claims made after this date will be considered.
- 4. REGISTRATION AND CREDENTIALS**
- 4.1. Registration Hours (All times are Central Time Zone)
- | | | |
|----------------|------------|--------------------|
| Fri-Sun | Sept 17-19 | 7:00 AM - 6:00 PM |
| Mon-Thurs..... | Sept 20-23 | 6:30 AM - 5:00 PM |
| Fri | Sept 24 | 6:30 AM - 5:00 PM |
| Sat | Sept 25 | 6:30 AM - 4:00 PM |
| Sun | Sept 26 | 6:30 AM - 12:00 PM |
- 4.2. Entry into Road America for those arriving after registration is closed: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Road America after registration hours by showing a current SCCA membership card and signing the ROAD AMERICA waiver. Participants shall report to Registration the following day to sign in and receive event credentials.
- ROAD AMERICA will supply SCCA with a list of people entering after hours each day.
 - No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.
- 4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form.
- SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.
 - Only the driver or entrant may add/change free or paid-for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.
 - WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.
 - Additional cold passes can be purchased from Road America for \$40 each.
- 4.4. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties
- 4.5. Commemorative Photos IDs will be available at the track for \$10.00 each.
- 5. ON-TRACK SESSIONS**
- 5.1. **Schedule Modification: The SCCA Club Racing Board may alter the schedule one time by August 22nd for purposes of safety or to address class subscription levels.** Additionally, SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that is undersubscribed by the Sept. 7th deadline may be combined with another class or classes for all sessions, including races.
- 5.2. Qualifying Sessions.
- Grid positions for the first qualifying session for each class will be by random number draw. The draw will be done on Sunday, September 19th and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session. This process is **NON-PROTESTABLE**.
 - Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is **NON-PROTESTABLE**.
 - During the qualifying sessions on Monday, Sept 20th, a **white flag** will be shown on the first lap for each group at each staffed corner station as information for drivers regarding corner station location per GCR 6.1.1. E.
 - All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.
- 5.3. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class.
- The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion. Waivers are unlikely.
 - Requests shall be made within 30 minutes of the posting of the grid.
 - Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.
- 5.4. Split Start: Groups with multiple classes will utilize a split start with a pace car pacing each group. The T1/STO/STU group will be given special instructions and the grid will be dependant on qualifying times for these classes.
- 5.5. Hardship Sessions: Friday, Saturday and Sunday will be for **hardship** only. Any competitor may request permission to participate in the hardship lap sessions. Same day racers will have priority. Hardship laps are intended to allow competitors to check on the state of their car after repairs or adjustments have been made. Each competitor that wishes a hardship lap must request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.
- 5.6. "Doughnuts" or reckless driving are not allowed on the track, in the paddock or on ROAD AMERICA property at any time.
- 5.7. Sound Control will be in effect for this event. See GCR 5.7.2 and 5.7.3.
- 5.8. Traffic through the entrance tunnel (Kohler Tunnel) on Race Days between 8 AM and 6 PM may be limited to drivers, crew and official vehicles only.
- 6. GRID**
- 6.1. All cars shall enter the race track through the grid area located on the south end of the GearBox concession stand.
- Cars shall be in position and the grid cleared of crew at the one (1) minute warning.
 - Cars late to the grid shall enter the course from the grid through the pit lane.
 - The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.
- 6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.
- 7. START/FINISH**
- 7.1. THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.
- 7.2. Pace laps: There will be one (1) pace lap at the start of each race. This lap does NOT count as a race lap.
- 7.3. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).
- 7.4. Length of Race: Official track length is 4.0 miles; all races will be thirteen (13) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.10.3. The posted race times are green flag times.
- 7.5. One Lap to Go: A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap if possible.
- 7.6. Victory Lap: Each class winner may take a victory lap per GCR 6.11.7.
- 7.7. **Trophies will be mailed.** Presentation trophies only will be available and used for Victory Circle ceremonies.
- 8. TIMING AND SCORING**
- 8.1. All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 PM on the last day of qualifying.
- 8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.

- 8.3. **To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.**
- 8.4. Membership numbers may not be shown on official results.
- 9. PRE-RACE TECH INSPECTION**
- 9.1. Tech Inspection Location and Hours: Tech Inspection will be held at the Registration building in the morning and at the Tech Area in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:
- Registration Building Express Tech only (Driver and Gear Check In) - see section 9.3 of these supplemental instructions.
Sat-Sun Sept 18-19 7:00 AM – NOON
- Tech
Sat-Sun Sept 18-19 8:00 AM – 6:00 PM
Mon-Sun Sept 20-26 7:45 AM – 6:00 PM
Note: Tech Areas will close by 8:00 PM CDT each day. Any inspections not completed by this time will be carried over to the next day.
- 9.2. Rules of Tech: The following shall be adhered to without exception:
- No engines will be run in the Tech areas at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area.
 - **Smoking is prohibited in the Tech areas.**
 - **Pets and Non-licensed minors are prohibited from the Tech areas.**
- 9.3. Express Tech (Check In): If your car does not need an annual Tech and its logbook has no unresolved notations, you do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech:
- Vehicle logbook
 - Helmet with a 2010 Club sticker
 - All Driver's suits to be used during the competition with official SCCA Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered
 - Tech sheet/vehicle declarations page (included in driver packet)
- 9.4. Vehicle Full Tech will be required if notations exist in the logbook or the car needs an annual Tech. Gear and helmet shall be presented at Tech Check-in. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Road America.
- 9.5. Tech Stickers:
- The Runoffs® decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars. In the event this placement is not possible, the Assistant Chief Steward - Tech will be responsible for the final placement of the Runoffs® decals.
 - All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times.
 - No vehicle will be allowed to participate in this event **without** the Runoffs® decals and the SCCA National Race Series Sponsor SafeRacer Decals properly placed at **all times** during the National Championship Runoffs® from Monday, Sept 20, 2010, through Sunday, September 26th, 2010.
- 9.6. Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications.
Operation of radios is prohibited on the following UHF frequencies:
- | | | |
|------------|------------|------------|
| • 461.1750 | • 463.7875 | • 467.7875 |
| • 461.3000 | • 464.3250 | • 468.2250 |
| • 461.4750 | • 464.3750 | • 468.7875 |
| • 461.5875 | • 464.5250 | • 469.3250 |
| • 461.7750 | • 464.8875 | • 469.3750 |
| • 462.0000 | • 466.1750 | • 469.5250 |
| • 462.7875 | • 466.5875 | • 469.8875 |
| • 463.2250 | • 467.0000 | |
- 9.7. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech.
- The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class.
 - The Chief of Tech shall inform the Chief Steward directly or through the Assistant Chief Steward -Tech.
 - The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed. Should the driver choose to return to the original car, the driver may request that the times for the original car be reinstated.
- 9.8. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.14. (A, B, C, E), ESR Tire Rule 9.1.9.G.13. (a,b,c) and FE Tire Rule 9.1.1.J.13 (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.
- 9.9. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech area north of pit out along the hillside.
- 9.10. Grid and Pit Lane Tech: Additional visual inspections of race cars may be conducted on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.
- 9.11. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.
- 9.12. **FUEL – Program for 2010 Runoffs will be noted in the June issue of Fastrack, posted on May 20th, 2010.**
- 9.13. Data Acquisition: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is NON-PROTESTABLE.
- 10. IMPOUND AND POST RACE INSPECTION**
- 10.1. At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area.
- Impound passes will be issued to the driver and three crew members of the impounded cars.
 - Additional cars may be ordered to the Tech area at the discretion of the Chief Steward.
 - Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking with the category supervisor.
- 10.2. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.
- 10.3. **Post Qualifying Compliance Verification:** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The "Official Report" will be prepared by Tech and processed with the Assistant Chief Steward -Tech. The Runoffs® Decals will be marked VOID for items noted on the back of the tech card. The driver shall sign the back of the tech card to acknowledge awareness that these discrepancies exist. The car must be presented to Tech in a compliant configuration before a replacement Runoffs® Decal will be issued. A replacement Runoffs® Decal is required to proceed into the next session for that car.
- 10.4. Eligibility and Preparation Resolution: Matters of eligibility and preparation will be resolved as soon as possible after the final qualifying session on Thursday, September 23, 2010.
In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.
- 10.5. During post race impound, admission to the Tech areas are restricted to authorized drivers, officials and crew members with proper credentials.
- 10.6. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.

- 10.7. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.
- 10.8. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:
 - Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category.
 - A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward.
 - Teardown will begin within 45 minutes following the conclusion of post race ceremonies.
 - Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring, Super Touring and AS.
 - The Chief Steward may modify these procedures at his sole discretion.
- 10.9. Disabled Race Car Parking: Disabled cars will be parked in the bone yard. Removal of any automobile shall be approved by the Log Book Tech Inspector.
- 10.10 Each driver is responsible for having a person available for transporting his/her vehicle to and from tech following on-track sessions.
- 11. DECALS AND PATCHES**
- 11.1. All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.
- 11.2. All decals and patches required for Contingency programs will be available at Registration during posted Registration hours.
- 11.3. GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT.**
- 12. PENALTIES / PROTESTS / APPEALS**
- 12.1. Penalties will be as stated in GCR section 7.2, except as follows:
 - Drivers may be excluded from competing in the following year's Interdivisional Championship Event. Tow fund may not be paid to drivers/cars disqualified from the event.
- 12.2. Protests: All protests shall be lodged at the Stewards Center, which is located in the Compound behind Race Control. Driver advisors will be available to provide assistance between the hours of 8:00 AM and 6:30 PM Monday-Sunday. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows:
 - Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.
 - Protests against the validity of an entry or the eligibility of a driver, entrant or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.
- 12.3. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**
- 12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:
 - Appeals shall be submitted to the Stewards Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.
 - **A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**
- 13. RACE RESULTS**
- 13.1. Results will normally be posted within 30 minutes after the conclusion of each race at the gas pumps mid paddock. Upon completion of the event, each competitor will be mailed the final results book.
- 14. RULES OF OPERATION/PITS/PADDOCK**
- Note: All fees listed below are set by Road America.**
- 14.1. **TRACK ORDINANCE: Racing engines shall not be run after the final checker of the day or 7:00 PM, whichever is later or before 7:30AM. Generators may not be run before 6:30 AM or after 10 PM.**
- 14.2. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$25. This sticker is valid for the entire 2010 Season at Road America. The sticker must be affixed to the registered vehicle along with car number and class.
Note: Vehicle passes for handicapped persons will not be charged.
Vehicle passes will not be required for bicycles. **No bike riding or walking the Track after the Track closes for the day.**
- 14.3. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.
- 14.4. Speed limit is 10 miles per hour.
- 14.5. Only licensed drivers may operate pit vehicles.
- 14.6. In the pit lane, pit vehicles shall be used only for essential transportation and hauling.
- 14.7. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).
- 14.8. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility.
 - The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars) or race cars going to the Engine Dyno located behind the Road America Maintenance Building across from Registration.
 - Race cars are prohibited to be driven outside the paddock area (except as noted above).**REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.9. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane, Grid and Road America property:
 - Skateboards
 - Roller skates/blades
 - Scooters – electric or non-electric
 - Children's tricycles
- 14.10. Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.
- 14.11. Pets are welcome at Road America. Owners are required to keep their pets on a leash and clean up after them. ROAD AMERICA reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Road America reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.13. Vending is not allowed on Road America property without obtaining the proper permit from Road America.
- 14.14. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. Do not deface any items on Road America property. Check voltage in electrical receptacles before using.
- 14.15 **OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying Road America personnel immediately.
- 14.16. Parking: If you wish to leave your equipment at Road America between events, you must notify Road America office of your intentions so that arrangements can be made. Unless prior arrangements have been made with Road America, teams arriving prior to Sunday, September 12th, 2010, may not have access to the facility.
NOTE: Drivers/volunteers are permitted to stay over Sunday night, September 26th, 2010, but need to vacate by 10:00 AM Monday, September 27th, 2010. All Paved Paddock areas need to be cleared Sunday evening, September 26th, 2010. Rigs can be parked in the staging area overnight and picked up on Monday.

- 14.17. Reserved Parking: Optional reserved paddock parking may be obtained through Road America after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Road America website, which will have all available spaces for reservation.
- All spaces will be \$100. Spaces range from 30 x 40 to 15 x 70. Each competitor may only reserve one (1) spot per entry.
 - If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, September 19th, 2010.
- 14.18. **All** vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in **designated overflow parking areas**.
- Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by ROAD AMERICA contingent on all vehicles fitting into the paddock space.
 - All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed.
 - If you have an oversized rig that will not fit in the sizes of the spaced noted in 14.17, contact Lori at ROAD AMERICA before you reserve your spot for assistance.
- 14.19. Motorhomes/Enclosed Trailers
- Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space.
 - There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area.
 - Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.
- 15. GENERAL INFORMATION**
- Note: All fees listed below are set by Road America.
- 15.1. SMOKING IS PROHIBITED INDOORS, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE TOWER MAIN ENTRANCE.
- 15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions.
- Overnight tent/non-self contained vehicle camping will be available in designated areas only.
 - Bonfires or open fires are allowed in approved areas only.
 - Outdoor cooking is allowed, but please keep safety in mind.
 - Illegal drugs, fireworks, firearms or any type of explosive are not permitted on Road America property.
 - Please leave the grounds as you found them.
- 15.3. Motorhome spaces with electricity are available for \$150 and can be reserved through www.RoadAmerica.com. (There is no charge for motorhome spaces without electricity).
- Motorhomes have access to the dumping stations located west of the Medical Building and in the camping area next to the Motorplex. Services such as dump and fill will be available for an additional fee.
 - Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal.
 - Please make your own provision for electricity, such as a generator.
- 16. RACE/DRIVER INFORMATION**
- 16.1. A Driver Information area is located next to the gas pumps in the middle of the paddock and will have the following information posted:
- Qualifying times
 - Race results
 - Sound control reports
 - Protest and appeal results
 - Messages and notification of parcel delivery
- 16.3. All requests for public address announcements can be made at Driver Information.
- Please go to Driver Information with all of your questions before going to Road America or on-site SCCA offices.
- 16.4. Package Delivery: Deliver all packages to:

Road America
c/o (Driver or Team name)
N7390 Hwy 67
Plymouth, WI 53073

- Packages should not be sent before September 12th, 2010.
- Packages **MUST** include name of recipient or team name or delivery will be refused.
- Packages may be picked up between 9:00 AM - 4:00 PM at the designated shipping and receiving area.
- All freight deliveries will be delivered to the building labeled Tech 1.
- There is a \$5 fee for packages delivered to the track and \$50 fee for use of track equipment.
- No COD packages will be accepted.
- Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling.
- NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.



Race Officials

Race Administration

Marina Kraft

Chief Steward

Jim Averett

Jim Rogaski, ACS

Registration

Chief Registrar

Wanda Cecil

Asst. Chief - Operating

Chuck Dobbs

Brian Holtz

Laurie Sheppard

Jack Kish

James Foyle

Tech Stewards

Dennis Dean, ACS Tech

A.G. Robbins

Bob Corbitt

John Nesbitt

Pace Car Drivers

R.J. Gordy

Todd Heilicher

Dan Sherrod

Jack Ragaglia

Stewards of the Course

Cathy Barnard, ACS SOC

Safety Stewards

Paula Spencer, ACS Safety

Stewards of the Meet

David Nokes- Chairman

Tom Brown, SWDiv

Mike Engelke, CENDiv

John Peterson, GLDiv

Earl Hurlbut, NEDiv

Bill Medcalf, RMDiv

Ken Patterson, MWDiv

Barb Knox, SPDIV

Gary Meeker, NPDIV

Bob Horansky, SEDIV

Court of Appeals

Mike West - Chairman

Jack Hanifan

Jack Marr

Stephen Harris, Alt. 1

Rick Mitchell, Alt. 2

Sue Roethel - Secretary

Competitor Service Center

Costa Dunias

Scrutineers

Chief Scrutineer

Bill Etherington

Chief of Compliance

Fred Clark

Dave Kettler

Timing and Scoring

Chief Timing and Scoring

Carla Heath

Starters

Chief Starter

Larry Kurkowski

Flagging & Communication

Chief Flagging

Ann Hefty

Asst. Chief Communications

Doug Johnson

Pit and Grid

Chief Grid

Gayle Lorenz

Chief Pit

Janet Bruce

Emergency Services

Chief Emergency Services

Leo Baker

Chief Medical Officer

Dr. Jeff Gaver

Medical Safety/

Chief Race Physician

Jim Butler, M.D.

Radio Tech

Nancy Foster

Sound Control

Chief Sound Control

Wayne Briggs

Victory Circle

Bonnie Wannarka

Stewards Center

Welcome Office

Wilma Dunias

Club Racing Board

Bob Dowie - Chairman

Chris Albin

Dave Gomberg

Jim Wheeler

Tom Start

Fred Clark

Jim Drago

John Sheridan - BoD Liaison

Marcus Meredith - BoD Liaison

SCCA Board of Directors

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Jerry Wannarka - Area 2

Robin Langlotz - Area 3

Marcus Merideth -Area 4

Bob Lybarger - Area 5

Lisa Noble - Area 6

R. David Jones - Area 7

Bill Kephart - Area 8

RJ Gordy - Area 9

John Sheridan - Area 10

Michael Lewis - Area 11

Phil Creighton- Area 12

Todd Butler- Area 13



Road America Staff

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George Bruggenthies

Track Manager

Greg Wieser

Hospitality and Track Rentals

Gail Bartelt

Marketing & Promotions Manager

Mary Lou Haen

Communications & PR Manager

Julie Sebranek

Administration & Retail Manager

Kathy Kiesau

Safety and Rescue

Carson Wilkinson

SCCA National Staff

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Jeff Dahnert

Vice President, Club Racing

Terry Ozment

Club Racing Manager

Deanna Flanagan

Club Racing Manager

Janet Farwell

Club Racing Technical Manager

John Bauer

Vice President Marketing

Communications

Eric Prill

Marketing Services Manager

Melissa Flesher

Marketing/Communications

Specialist

Jenny McAbee

Public Relations Manager

Reece White

**Vice President Member & Region
Services**

Colan Arnold

Vice President Finance

Rick Ehret

Creative Director

John Steflik

CRM Support Manager

Dena Stallbaumer

Region Development Manager

Rick Myers

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Feb. 24, 2010

The Solo Events Board met by conference call February 24th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Divisional Steward Sam Karp; Dick Patullo of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

SAFETY

- The Solo Safety Committee met at the National Convention, with Kathy Barnes, Jan Rick, John Lieberman, Aruch Poonsapaya, and Bryan Nemy attending. The following issues were discussed:
 - Solo Safety Stewards have requested clarification of the continuing education requirements. This will be discussed in the next Safety Belt.
 - Divisional Solo Safety Stewards need to review their Division's license lists 60-90 days ahead of renewals.
 - Safety Steward Instructors need to keep the Divisional Solo Safety Stewards informed regarding attendees at classes—including for continuing education—in order to help the stewards to convert to the 3-year licenses.
 - Training at the Divisional level will become more of focus. All Divisional Solo Safety Stewards should be included on SSC conference calls.
 - The next Safety Belt deadline is April 16th.
 - Printed rule books are required for Annual Tech. Until the 2010 hardcopy book is available, the 2009 edition may be accepted.

STREET PREPARED

- The following rule change proposal has been recommended by the STAC and is published here for member comment: Change 15.10.Z to read as follows:

“Z. Any accessory pulleys and belts of the same type (e.g. V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars *may not alter crankshaft/supercharger drive ratio*. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed, such as smog pumps and air conditioning compressors. They may serve no other purpose.”
- The SPAC is seeking member input regarding a group of reclassifications which are currently in a preliminary evaluation stage. These potential changes are as follows:
 - Move from ASP to BSP: Mazda RX7 ('93-'95), Porsche 911 non-turbo, Porsche 911 Club Sport, Porsche Carrera 2/4, Porsche 914/6, Porsche 924 turbo and n/a, Porsche 944 turbo and n/a, Porsche 968
 - Move from BSP to CSP: BMW M Coupe and Roadster, BMW Z3, Datsun/Nissan Z cars, Honda S2000, Mazda RX8
 - Move from CSP to DSP: Mercedes 190 ('84-'93), Audi TT

NOT RECOMMENDED

- Street tire classes (ref. 10-058) *Comment:* Classes for Stock cars on street tires may be offered at the Regional level. When a Region hosts a Divisional or National Tour event, it is free to include any Region-only classes which it normally offers, including street tire classes. The SAC believes that this best addresses the demand for street tire classes at this time.
- ST, E85 exclusion (ref. 09-756) *Comment:* E85 is legal for street use nationwide, and is a normal pump fuel.
- ST, CRX in STR (ref. 10-018) *Comment:* Per the STAC, the STR class is designed for rear-drive cars. The CRX is presently legal in STS, and is believed to be inconsistent with the STR class philosophy.
- ST wheel widths (ref. 10-044) *Comment:* Per the STAC, tire widths will be discussed with the ongoing reorganization effort.

TECH BULLETINS

1. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:

Porsche Boxster and Cayman (non-S) (2009-'10)	AS
Audi TT-S ('10)	BS
2. Stock: The BS listing for the BMW Z4 Coupe and Roadster (non-M) should read (2002-'10) instead of (2006-'10).
3. Street touring: For clarification purposes, add a new third sentence to 14.6.E, as follows: “*The diameter for replacement*

rotors is measured at the minimum outside dimension."

4. Street Prepared: 15.6.A is clarified to read as follows: "Any brake line, master cylinder, brake booster, or brake-proportioning valve *that meets the requirements of 3.3.3.B.12* may be used. This does not allow multiple separate master cylinders."

RALLYCROSS BOARD

Memo for RallyCross

RallyCross Board seeking candidates for RallyCross Board. Please forward Rally resume and letter of intent to rxb@scca.com.

RALLYCROSS BOARD MINUTES | March 8, 2010

The RallyCross Board (RXB) met via conference call March 8. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance was Philip Creighton, Board of Directors liaison.

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

Chairman Ricker called the meeting to order at 8:23pm CST.

Minutes from the January 31, 2010 RXB meeting were approved. (Utecht/Blakely) Mark Utecht also requested that future meeting minutes be published at the private SCCA forum.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): The Safety Committee is working to create an official Safety Steward Training program. Bob Ricker reported on the last Safety Committee meeting in which it was suggested using Solo and other SCCA safety steward training programs as a template for RallyCross. Tom Nelson brought up the need to include the Safety Plan, which is unique to RallyCross, in any training program developed. The next Safety Committee meeting is scheduled for March 12th when the specifics of the Safety Steward Training and the licensing requirements will be discussed.
2. RallyCross Rules Committee (Mark Utecht):
 - a. The Street Modified (SM) class rules are ready for public comment. Mark Utecht would like to post it as soon as possible. He feels that as a National class it is a long way off and that we need more history on the class. He will post for member comment the draft of the rule and the rules approval timeline.
 - b. The RXB received a request from a member for a rules exception to run a car with a roll cage and no rear seats in Prepared Category. The RXB unanimously agreed that the RallyCross Rules are clear that the rear seats must be installed to compete in the Prepared Category. The RXB will respond to the request accordingly.
 - c. The RXB also received a correspondence from a region regarding the practice of dropping the slowest run for scoring purposes. While this practice is not allowed at Divisional or National events by the RallyCross Rules, a region may use this scoring method as long as it is noted as a Sanction Exception on the Sanction Application.

Pending Business

1. Annual RallyCross Award: This is an annual RallyCross award under consideration by the RXB that would recognize exceptional achievement and contribution within the program. Mark Utecht suggested that it be awarded to any driver, worker, steward, region, or division. In an effort to discover some early contributors to SCCA RallyCross for the naming of the award, Brent Blakely volunteered to research the history of RallyCross by contacting Howard Duncan, Ted Goddard, Kurt Spitzner, and others.
2. New RXB member request: Bob Ricker reported that he had not seen any submissions of letters of interest or résumés. He will post another request for applications.

The meeting was adjourned at 9:02pm CST (Utecht/Nelson).

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

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

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 6, 2010

The Club Racing Board met by teleconference on April 6, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomborg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Todd Butler, BoD guest director; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager Club Racing; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-05, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments via the form at <http://www.crbcca.com/>

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GCR

- #318 (Todd Butler) App B.1.2.H.1 Events
In Appendix B.1.2.H, replace ~~"1. No more than 1/4 of the regions within in the division object."~~ with *"1. A simple majority of regions within the division approve."*
- #427 (Club Racing Board Item) 6.7.2 Session Stoppage
Revise 6.7.2 as follows:
"6.7.2. Assistance During Race Session Stoppage
~~No R~~ Replenishing or assisting cars is allowed after a *practice or qualifying session is stopped and before it is restarted, but not after a race session is stopped and before it is restarted.*"

To make the intent of 6.7.2 clear, the addition of an Administrative Glossary item for "session" is needed. In Appendix A, add new item 17 and renumber succeeding items:
"17. Session – A session begins when the first race car in the Race Group exits the grid onto the racing surface and ends when the last running race car exits the racing surface. If the session is a race, see 6.10.3.A. for time limits."
- #494 (John Nesbitt) Impound Waiver and lap records
Modify the proposed change to 5.9.3.D in the March Fastrack as follows:
5.9.3.D. Impound Waiver
Before his race, a competitor may request a waiver for post-race impound at a Regional event from the Chief Steward. The competitor will not be eligible to earn event points, *trophies or lap records.*
- #499 (John Nesbitt) Extend 6.10.6 to cover all non-compliance
Change 6.10.6, as follows:
Lap Record Official lap records are set during races; not practice or qualifying. A driver whose car is ~~disqualified-penalized~~ for non-compliance may not set a lap record at that event.

PRODUCTION

- #925 (Blake Meredith) Add another carb to the allowed list
In 9.1.5.E.1.b.1, add an item to the Weber type carburetor list: *"7. EMP"*

SUPER TOURING

- #239 (James Rogerson) Allow OEM ABS
In 9.1.4.M, add a new item: *"12. Anti-Lock Braking Systems (ABS) are permitted on cars utilizing the OEM brake components as supplied."* Delete 9.1.4.1.C.3 and renumber subsequent sections. Delete 9.1.4.2.D.3

TOURING

1. #732 (Brett Mars) Accusump
In 9.3.1, delete "Touring". [This has the effect of allowing accumulators (e.g., Accusumps) in all Touring classes.]

CAR RECLASSIFICATIONS

1. #392 (Joel Lipperini) Reclassify the 1999 & 2000 Honda Civic Si to ITA
Reclassify the 1999-2000 Honda Civic Si to ITA at 2890 lbs. [Reclassification is based on information that the recent weight assignment in ITS is too light to be achievable. ITA proposed weight is consistent with similar ITA cars.]
2. #503 (Tim White) Reclassify Omni GLH to ITB
Reclassify the Dodge OMNI GLH to ITB at 2430 lbs. [Except for the body, this car is identical to the Shelby Charger already classed in ITB.]

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. #145 (Leo Baker) Reconsider 6.11.2. 'Yellow Flag' wording
Adding the requirement for "move over" to the yellow flag directions to drivers may create more safety issues than it will resolve in some situations. If competitors are over driving incidents, the race officials should communicate that to the Chief Steward via race control.
2. #319 (Multiple) Prohibit SRF with FV
The GCR recommends that if the SRF class is to be combined with any other classes that they should be small sedan classes. Regions should attempt to abide by this recommendation.
3. #516 (Kirk Knestis) Implement an Escape Time requirement
There has been no proven need for this requirement in Club Racing.
4. #535 (Paul Gauzens) Consider to change to Start Procedures
The size of groups, track lengths and layouts would make it very difficult to administer the rule as proposed (no passing until start line).
5. #893 (Lewis Gauper) Clarification of nose numbers
GCR Section 9.3.29.A. states that numbers are to be legible. If a Race Official cannot perform their duties due to the placement or design of race numbers, then those numbers should be considered non-compliant with the GCR.
6. #907 (Rick Haynes) Request roll cage analysis
The CRB responded to a similar request in the October 2008 Fastrack. The CRB stands by that response.

GRAND TOURING

GTL

1. #781 (John Spencer) Raise L16 sir sizing .5mm to 25.5mm
A re-examination of the entire GTLite class will take place before the end of the year (2010). Your input will be considered as part of that effort.

IMPROVED TOURING

1. #763 (Bill Stevens) Please reword the IT airdam rule
The current wording is adequate.

PRODUCTION

FP

1. #927 (Bob Coffin) Request for VW Scirocco vented brake rotor
The VWs in FP with solid brake rotors are properly specified based on the weights of these cars.

TOURING

T1

1. #825 (John Buttermore) Allow ARE Dry Sump Oiling System
The CRB will continue to monitor the situation.
2. #901 (Chris Ingle) Reduce the weight of the LS3 Corvette to 3350
This weight of this car is appropriate as specified.
3. #695 (Peter Basica) 2010 Camaro Front and Rear Sway Bars
The car needs to be raced before an evaluation can be made.

T2

1. #736 (Richard Kulach) Weight reduction of 370Z from current classification
The car needs to be raced before an evaluation can be made.
2. #894 (Don Knowles) Allow the T2 Solstice to run brakes equivalent to other T2 cars
The current specification is appropriate.
3. #914 (Sam Ryan) Subaru STI rear strut hat
There is no demonstrated need for this change.

T3

1. #909 (Jim Leithauser) Weight reduction for BMW Z4 3.0si
The weight of the car appears to be appropriate as specified. The car must be raced before reconsidering it.

PREVIOUSLY ADDRESSED

1. #969/#1016 (Evan Kesselman/Robert Johns Jr) Clarification on letter 698
See April Fastrack. The allowance is correct as stated. The CRB intends that no AS cars will run with openings in the hood.
2. #850 (Chris Jr. Ronson) Please allow C5's to use stock rear wheels in the front.
See April Fastrack.

NO ACTION REQUIRED

GCR

1. #133 (Tom Masterson) Make the transition from Track Trials to Racing much easier
The Chief Driving Instructors Committee and the Time Trial Administrative Council are actively working together to develop criteria for Time Trial events to count towards a portion of the Club Racing Novice Permit requirements.
2. #865 (Paul (Frank) Diringer) Sunroofs rules question
In 9.3.19, in the sentence: "Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops." the word "open" after "including" applies to all of Targa tops, sunroofs and T-tops.
3. #1089 (James Libecco) SFI certification/Impact Race products
Thank you for your input. Please watch for future announcements on this matter.
4. #1159 (BoD Action Item) 15 year old novice permit rules
Requests for exceptions to the GCR requirements will be handled on a case-by-case basis by the Vice President for Club Racing in concert with the Divisional Driver Licensing Administrator. Decisions by the Vice President for Club Racing are final.

FORMULA

FF

1. #754 (Wren Keith) Institute the Fit engine as voted on
Thank you for your input. Please refer to Bob Dowie's letter in the March Fastrack.
2. #814 (Tim Dunn) Restrictor Plate in Formula Ford
Thank you for your input. Please refer to Bob Dowie's letter in the March Fastrack. We hope you will reconsider leaving your car in the barn and give the process time to work.

3. #871 (Steve Staveley) Allow Vintage FF to run with CFF and FF
Vintage FF cars that meet current FF and safety rules can run as FF or CFF or in another CFF-like class.

FV

1. #853 (Chris Zarzycki) Clarification on FV spindle change
Thank you for your input, the rule is adequate as written.

GRAND TOURING

GT1

1. #758 (Rich Sloma) Please fix GT-1 aerodynamic rule "clarification"
Any T/A approved modifications may be retrofitted to any T/A approved body.

IMPROVED TOURING

1. #728 (David Youngren) Support for ITAC Process
Thank you for your support.

ITR

1. #734 (Peter Keane) Review weight of ITR Toyota Supra
Weight appears to be assigned correctly compared with other cars in ITR.
2. #826 (Kevin Ladnier) Porsche 944 Disenfranchisement
No errors are apparent with respect to this classification.

SUPER TOURING

STO

1. #568 (Jerry Onks) World Challenge/STO ABS Clarification
Yes, ABS systems are allowed in STO if used as supplied. See 9.1.4.1.C.3.

AS

1. #884 (David Ray) Request exception to wheel size limitation
Mr. Ray has been provided sources for proper sized wheels.

RESUMES

1. #740 (Danny Doern) ITAC Resume
Thank you for your resume. Mr Doern has been added to the ITAC.

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2010

NUMBER: TB 10-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/10 unless otherwise noted.

GCR

1. #858 (Greg Amy) Roll Cage Rules Error
In 9.4.G.6, first sentence, delete "minimum".
2. #917 (CRB) Correct 9.3.26.A
In 9.3.26.A, first sentence, change "gasoline or" to "gasoline or *diesel fuel*".
3. #1131 (Fred Peterson) Fire Systems
Correct 9.3.23.B by inserting ", *Spec Miata*" after "Touring".

Formula

FF

1. #820 (Richard Pare) Rules discrepancy - FF/FC
Correct 9.1.1.D, by changing "~~D.6 and D.7~~" to "*D.7 and D.8*".

Grand Touring

GT3

1. #841 (Chad Bacon) Addition of 5SFE to GT3 motor lineup
In 9.1.2, GT3, add the Toyota 5S engine family. SIR and weight are consistent with published GT3 chart (December Fastrack).

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
5S	DOHC	87.0 x 91.0	2164	Alum, Crossflow	4	31mm SIR	2130	

Improved Touring

ITA

1. #286 (Brendon Butler) Class the 2002 Honda Civic Si in Improved Touring
In 9.1.5, ITA, add:

ITA	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Honda Civic Si (2002-2005)	4 cyl. SOHC	82.5 x 86.4 1998	(I) 36.5 (E) 32.0	10.3:1	101.2	15	3.062, 1.769, 1.212, 0.921, 0.738	(F) 262 vented (R) 259 solid	2840	

2. #640 (Randy Schneiderheinze) Classify Audi Coupe Quattro
In 9.1.5, ITA add:

ITA	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Audi Coupe Quattro (90-91)	5 cyl. SOHC	86.0 x 86.0 2309	(I) 32.0 (E) 28.0	9.8:1	100.4	15	3.55, 2.11, 1.43, 1.03, 0.84	(F) 276 vented (R) 245 solid	3055	Center differential must remain stock.

ITB

1. #874 (Josh Sirota) Classify Fiat 124 Coupe 1756cc in ITB
In 9.1.5, ITB, add the Coupe to the 124 Spider spec line. Change "~~Fiat Spider 1-8~~" to "*Fiat 124 1800 (Spider & Coupe)*". [The two body styles are mechanically identical.]

Super Touring

None.

Production

EP

1. #903 (Michael Helm) Increase Carb choke size from 36mm to 42mm
In 9.1.5, EP, Toyota MR2, change choke sizes from “36mm” to “40mm”.

FP

1. #916 (Ken Alderson) Incorrect Track Spec – Opel GT
In 9.1.5, FP, Opel GT, correct the track specification from “52.9/54.4” to “53.4/54.6”.

American Sedan

1. #888 (Jim Wheeler) Valve seat specification correction
In 9.1.6.D.1.m, replace “The valve angles must not extend off the seat into the aluminum or cast iron casting at the top or bottom of the seat.” with “The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head.”

Showroom Stock

SSB

1. #845 (John Bauer) Correct SSB Toyota Matrix Spec Line
In 9.1.7, SSB, correct Toyota Matrix GT (2002) model and years to “Toyota Matrix XRS (03-08)”

SSC

1. #339 (CRB) Classify the Kia Forte Coupe
In 9.1.7, SSC, add:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Kia Forte Koup and Sedan LX/EX (2010-)	86.0 x 86.0 1998	2649	1560/ 1565	17 x 6 Alloy	205/55	3.308, 1.962, 1.189, 0.905, 0.702	4.188	(F) 280 Vented (R) 262 Solid	2790	
Kia Forte Koup and Sedan SX (2010-)	88.0 x 97.0 2359	2649	1560/ 1565	17 x 7 Alloy	215/45	3.267, 1.931, 1.636, 1.216, 1.027, 0.829	4.063 (1, 2) 2.955 (3, 4, 5, 6)	(F) 300 Vented (R) 262 Solid	3170	

2. #846 (John Bauer) Correct SSC Toyota Matrix Spec Line
In 9.1.7, SSC, Toyota Matrix (2002) correct model and years to: “Toyota Matrix Base and XR (03-08)”.

Spec Miata

None.

Sports Racing

None.

Touring

T2

1. #735 (Richard Kulach) Classify Nissan 370Z NISMO edition
In 9.1.10, T2, add:

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:
Nissan 370Z NISMO Edition (2010-)	95.5 x 86.0 3696	2550	19 x 9 (F) 19 x 10 (R)	245/40 (F) 275/35 (R)	3.79, 2.32, 1.62, 1.27, 1.00, .79	3.69	(F) 356 x 33 Vented (R) 350 x 20.3 Vented	3500	May convert 370Z to NISMO Edition at NISMO Edition weight.

2. #813 (Ken Payson) T2 996 model years
In 9.1.10, T2, Porsche 911/996 (98-03), change model years to “(98-05)”.
3. #1168 (Multiple) Nissan 370Z suspension kits
In 9.1.10, T2, Nissan 370Z (09-10), add to Notes: “5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed.”
4. #336 (CRB) Classify the Hyundai Genesis Coupe
In 9.1.10, T2, add:

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:
Hyundai Genesis Coupe (2010-)	96.0 x 87.0 3778	2819.4	19 x 8 (F) 19 x 8.5 (R)	225/40 (F) 245/40 (R)	3.848, 2.317, 1.623, 1.233, 1.000, 0.867	3.538	340.4 disc (F) 330.2 disc (R)	3240	Track Pack allowed

T3

- #336 (CRB) Classify the Hyundai Genesis Coupe
In 9.1.10, T3, add:

T3	Bore x Stroke (mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Hyundai Genesis Coupe (2010-)	86.0 x 86.0 1998	2819.4	19 x 8 (F) 19 x 8.5 (R)	225/40 (F) 245/40 (R)	4.229, 2.467, 1.671, 1.233, 1.000, 0.794	3.909	340.4 (F) 330.2 (R)	3200	35mm Turbo Inlet Restrictor required; Track Pack allowed

- #704 (Sam Ryan) 05-07 Cobalt update
In 9.1.10, Chevrolet Cobalt SS (05-07), add to Notes: *"May be updated to (08-09) specifications (i.e., may convert supercharged car to turbocharged car), but all drivetrain and suspension components must be updated to later model; VIN will be disregarded for this conversion."*

In 9.1.10, Chevrolet Cobalt SS (05-07), change weight from "~~3000~~" to "2950", and change tire size from "~~215/45~~" to "225/45".
- #840 (Michael Sullivan) Reduce weight of 04-08 RX-8 to that of the 09
In 9.1.10, T3, Mazda RX-8 (04-08), change weight from "~~2980~~" to "2920".
- #910 (Jim Leithauser) Additional wheel size for BMW Z4
In 9.1.10, T3, BMW Z4 3.0si Coupe (07-08), change maximum wheel size to "18x8 (F&R)".

TIME TRIALS ADVISORY COMMITTEE

TTAC MINUTES | April 14, 2010

The Time Trials Administrative Council met via conference call on 04/14/2010 at 7:30 PM CST. The following members participated:

TTAC Chairman / NEDIV.....Matt Rowe
GLDIV.....Jerry Cabe
SWDIV.....Kent Carter
NPDIV.....Dave DeBorde
CNDIV.....Tony Machi
National Staff Liaison.....Deanna Flanagan
BOD Liaison.....Todd Butler
BOD Liaison.....Marcus Meredith
BOD.....Mike Lewis
Exec Steward Liaison.....Bob Horansky

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

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

Old Business

- a) Marketing / Branding of Time Trials – Logo concepts provided to National for review

New Business

- a) Discussion on state issued driver license requirements for Level 1 & 2
- b) Time Trials experience as partial credit for club racing licensing proposal. Kent Carter to develop initial proposal for review at next meeting for coordination with club racing.
- c) Topics for TTSC discussion
 - i) Minimum official requirements for “smaller” events
 - ii) State Issued of SCCA Issued license requirements for Level 1 & 2 events
- d) Discussion on use rental companies or national for pool of transponders for Time Trials events. Further information to be investigated on rental programs.

Minutes submitted by: Matt Rowe - TTAC Chairman

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | March 24, 2010

The Solo Events Board met by conference call March 24th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Divisional Steward Dave Newman; Dick Patullo and Bob Lybarger of the BOD; Mari and Eric Clements; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. Absent was Iain Mannix. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The event chairs, Eric and Mari Clements, reviewed the current list of recommended Chiefs with the SEB.
- The revised Supplemental Regulations were discussed and approved.
- The Sound policy was discussed. Competitors are reminded to be familiar with the requirements of Appendix I and the Nationals Supplementals. This policy is being implemented for 2010 at Pro and Tour events as well as at the National Championships in Lincoln.

SAFETY

- The following rule change proposal has been recommended by the PAC and is published here for member comment:
 - Change 3.3.2 to read as follows:

"3.3.2 Roll Bars

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. *The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place.*

Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car."

Note: this proposed wording also removes the sentence about the intent being to require rollbars with slicks. The PAC believes that sentence causes a good deal of confusion and doesn't add to the content of the rules.

GENERAL

- The previously-published proposal to amend Section 4.9 has been updated, and is now stated as follows:

"4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES

In three consecutive years at the Solo National Championship a class must field a combined total (Open and Ladies) of at least seventeen (17) entrants or nine (9) different vehicles, or for the following year that class will be reviewed for action by the SEB. Changes to be considered may include, but are not limited to:

- a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category*
- b) addition of new makes/models*
- c) consolidation with another class or a portion thereof*
- d) restructuring*
- e) elimination*

This is not intended as the only criterion for class adjustments, additions, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes."

Comment: Due to the above proposed change and its implications, class B Modified is not considered by the SEB to be subject to 4.9-based changes for 2011.

- The SEB and SPAC are recommending the following rule change proposal, which is published here for member comment:
 - Add a new definition to Section 12, as follows:

"12.17 Strut Bar

A transverse member connecting the front/rear or upper/lower suspension mounting points. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting points. A three-point strut bar has a third attachment point to the chassis. All connections to the vehicle must be bolted; no connection point to the chassis can be welded."

STOCK

- The following rule change proposal has been recommended by the SAC and is published here for member comment:
 - Add as a new subsection 13.2.G (and re-letter subsequent sections accordingly):

"G. Alternate shift knobs are allowed."

STREET TOURING

- The following rule change proposal has been recommended by the STAC and is published here for member comment:
 - Change 14.3 to read as follows:

"14.3 TIRES

Tires must meet the eligibility requirements of the Stock category, with the following additional restrictions:

A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars.* Low volume and/or specialty tires will be specifically excluded below.

B. Tires may have section widths up to and including the following:

ST, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) - 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

C. Tires must have a minimum UTQG tread wear rating of 140 and a minimum molded tread depth of at least 8/32", as manufactured

D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa"

Note: The previous exception in 14.3 regarding "excluding 13.3.F" has been removed. Each tire model must thus be sold in at least four rim diameters with a total of at least six sizes.

- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:
 - Change 14.2.G to read as follows:

"G. Strut bars (see *Section 12*) are permitted with all types of suspension, *subject to the following constraints*:

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A three-point strut bar may be removed, modified, or substituted; substitution may be with either a three-point or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the factory location.*
3. *Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes."*

STREET PREPARED

- The following listing change has been recommended by the SPAC and is published here for member comment:
 - Change the ASP Porsche listing which currently reads "911 GT3" to read as follows (two separate lines):
 - 911 GT3 (996) ('04-'05)
 - 911 GT3, GT3RS (997) ('06-'10)
- Per the SPAC, the following previously-published (January 2010) proposed moves have been withdrawn:
 - Datsun 240/260/280Z from BSP to DSP
 - Honda Civic/CRX ('84-'87) from CSP to DSP
- The following groups of class change proposals has been recommended by the SPAC and are being published here for member comment:
 - Move from ASP to BSP:
 - Mazda
 - Rx-7 ('93-'95)
 - Porsche
 - 911 non-turbo
 - 911 Club Sport
 - Carrera 2/4
 - 914/6
 - 924 turbo & N/A
 - 944 turbo & N/A
 - 968
 - Toyota
 - MR2 turbo & N/A ('91-'95) *Note: remove N/A from CSP*
 - Move from BSP to CSP:
 - BMW
 - M3 (E46)
 - M3 (E36)
 - Datsun
 - 240Z
 - 260Z
 - 280Z
 - Honda
 - S2000
 - Mazda
 - RX-8
 - Move from CSP to DSP:
 - Mercedes
 - 190 ('84-'93)
 - Audi
 - TT 1.8T, FWD & Quattro ('98-June '06)
 - TT 3.2L, Quattro ('98- June '06)
 - TT 1.8T, 2.0T, 2.5T, FWD & Quattro (August '06-'10)
 - TT 3.2L Quattro (August '06-'10)
 - Change the listing in BSP for the following cars to have this form:
 - Datsun & Nissan
 - 280ZX, 280ZX Turbo, 300ZX, 300ZX Turbo ('84-'96)
 - The following rule change proposals have been recommended by the SPAC and are published here for member comment:
 - Add new subsection 15.2.P as follows:
 - "P. Interior rear view mirror and sun visors, and their mounting hardware (provided it serves no other purpose), may be removed or replaced."*
 - Add to the end of 15.2.M as follows:
 - "A clutch pedal stop may be added."*

- Change the fourth sentence of 15.9.C to read as follows:

“Longer or *or shorter battery* cables may be substituted to *facilitate* relocation.”

- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:

- Change 15.2.C to read as follows:

“C. Strut bars (see *Section 12*) are permitted with all types of suspension, *subject to the following constraints*:

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A three-point strut bar may be removed, modified, or substituted; substitution may be with either a three-point or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the factory location.*
3. *Except for standard parts, no connections to other components are permitted. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis. Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.*”

STREET MODIFIED

- The SMAC has recommended the following rule change proposal, which is published here for member comment:

- Change 16.1.S to read as follows:

“S. OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. *Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may serve no other purpose.* All associated hardware may be removed, replaced or modified.”

- SM competitors should note that the proposed changes elsewhere herein to Section 12 and 15.2.C also affect this category.

PREPARED

- The SEB has approved Zack Barnes as a new member of the PAC.
- The PAC has reviewed EP results for the 2009 Nationals and determined no weight adjustments will be proposed at this time. However, the PAC is requesting member feedback on potential changes to EP weight formulas and/or new car listings, to increase participation in the class. In particular, the PAC is interested in ways to encourage participation by newer vehicles.
- The PAC has reviewed the input regarding the following previously-published changes and is recommending SEB approval:
 - Change the listings in GP for Saab Sonett 1500, 1600, and 1700 to specify 16x7 maximum wheel sizes. (ref. 09-677)
 - Change 17.2.F to read as follows (ref. 09-633):

“F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver’s safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein.”

MODIFIED

- The MAC is still seeking member comment on the possibility of permitting Legends (and perhaps Dwarf) cars to compete in F Modified, or possibly in D Modified. See the December 2009 Fastrack, page 60, for details.
- The MAC is seeking member comment on the possibility of permitting the unconstrained use of ABS systems in the Modified classes. This allowance could be implemented only for DM and EM, and/or for any of the other applicable classes. Possible implementations could include weight penalties.

FORMULA JUNIOR

- The SEB welcomes new KAC member Tom Reynolds.
- Per the KAC, the following rule change proposal, which would be effective immediately upon approval by the SEB, is published here for member comment (ref. 09-640):
 - Change 19.2.A.1.b to read as follows:

"19.2.A.1.b Engines

1. Briggs & Stratton Raptor.
 - A. FUEL: Gas or Methanol
 - B. WEIGHT: 265 lbs *for gas-fueled karts* and 270 lbs *for methanol-fueled karts*.
 - C. OTHER: Balanced and blueprinted engines are allowed, but no Controlled Stock, Modified, Limited Modified or Open Motors
2. Yamaha KT-100, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal
 - A. FUEL: Gas and Oil
 - B. WEIGHT: 305 lbs
 - C. CARBURETOR: Walbro WB3A.
 - D. EXHAUST: RLV SSX-V (4-hole).
3. Briggs and Stratton World Formula: As homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).
 - A. FUEL: Gas
 - B. WEIGHT: 285 lbs
 - C. Battery may be removed
4. Rotax Mini-Max
 - A. FUEL: Gas and Oil
 - B. WEIGHT: 285 lbs.
 - C. Carburetor, clutch, radiator, and exhaust as supplied with engine from manufacturer. Exhaust and carburetor restrictors must *be* used in accordance with Rotax Mini-Max rules.
 - D. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.
 - E. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor."

Note: These changes essentially simply provide a weight adjustment of 10 lbs. across the board.

- The KAC has recommended the following change, which which would be effective immediately upon approval by the SEB, is published here for member comment (ref. 10-050):
 - Change 19.2.A.2.b.3 to read as follows:

3. Comer K-80
 - A. FUEL: Gas and Oil
 - B. WEIGHT: 235 lbs
 - C. Carburetor, exhaust and clutch as supplied with engine from manufacturer.

- The KAC has proposed the following change, which is published here for member comment (ref. 09-714):
 - Replace 19.1.D.2 with the following:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a water-cooled single cylinder 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition and transmission parts must be CIK-FIA homologated except where otherwise specified. However, parts may be interchanged between model years of the SAME engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tires regulations of the SCCA Solo rules, Section 19.1, and incur a 35-lb. weight penalty.

- a. Cylinder: Polishing, grinding and cleaning of the port area are allowed. Resurfacing of cylinder mating surfaces is allowed. Reed block, reed cage and reeds are open. No ports may be added. Total exhaust duration must

- b. Cylinder Head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc.
- c. Induction: Air box required and must meet current or prior CIK homologation. The carburetor must meet current or prior CIK homologation, and not exceed 30.6 mm maximum bore.
- d. Exhaust Pipe: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer. Must also have the CIK homologation stamp on the pipe.
- e. Exhaust Silencer: Make and manufacturer are open spec. Must meet sound requirements.
- f. Transmission: Transmission components must be standard parts. This means that if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the standard part. The outside diameter and tooth count of the replacement gears must be the same as the standard part. Grinding or polishing transmission parts to provide a better mesh is legal.
- g. Ignition: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer.
- h. Spark Plug: Must be stock, commercially available spark plugs. The body of the spark plug (electrodes not included), tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber. Dimensions: length 18.5mm; pitch X 1.25. Note this is checked with gasket or temp sending unit in place.
- i. Crank, Rod and Flywheel: Crank, Rod, and Flywheel assembly must be standard parts. No modifications will be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing or altering crank pin location are all expressly prohibited. Sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing and small end bearing, piston, piston pin, ring and clips are all non-tech items.
- j. Cooling: an electric water pump may be added to allow circulation of coolant while stationary. The pump, battery and associated plumbing shall serve no other purpose.
- k. Shifting: Mechanical gearbox control only. No ignition interrupt systems are allowed."

- Rear sway bar allowances (ref. 10-072) *Comment:* Regions are reminded that they can create their own classing structures, since the preparation level rules and class listings are not among the mandatory sections noted in 1.1. Regional programs are encouraged to do this to meet the needs of their constituencies and encourage program growth.
- Braided brake lines (ref. 10-105) *Comment:* See above re: 10-072

1. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:
Audi S4 ('10) BS
2. Stock: The Subaru STi Special Edition is covered by the existing listing in BS. (ref. 10-202)
3. Street Prepared: The DSP BMW listing which currently reads "328 & 300 (E46 chassis, non-M3)" is updated to read "323, 325, 328, 330 (E46) (except M3)". *Note: The 323 and 325 (E46) are presently not listed; this is a new listing for those models.*
4. Street Prepared: The following new listing, effective immediately upon publication, is added to Appendix A:
BMW Coupe & Roadster (Z4) BSP
5. Prepared, Errors and Omissions: The PAC has determined that its 2009 wording change to 17.2.S unintentionally failed to continue the existing allowance of material substitutions for OE removable roof panels. To address that oversight, the fourth sentence of 17.2.S is corrected to read as follows:
"Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that factory-original removable panels (e.g. T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch in any direction."
6. Prepared: Per the PAC, front splitters and spoilers are permitted in all Prepared classes, and are subject to the 17.2.O allowances and limitations for front spoilers. *Note: Appendix A includes additional splitter allowances for XP. (ref. 10-132)*
7. Modified: All references to FSCCA should be changed to FE. All references to SRSCCA should be changed to ESR.

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | March 11, 2010

The *RoadRally* Board (RRB) met via conference call on Thursday, March 11, 2010.

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

Chairman Wakemen called the meeting to order at 7:40 pm CST.

The Final January 31, 2010 RRB Minutes were approved. (English/Johnson)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates in **bold** below.

2. 2010 Liaisons

Assignments: The following have been appointed 2010 Rally Liaisons:

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

Steel Haul, NC (April) - Jeanne English

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

Arizona, NC Rallies (March) - Jeanne English

Steel Haul NC (April) - Jeanne English

Rally to the Race NGTA (May) - Jim Wakemen

? Escape to Wisconsin, N? (June) - ???

Chippewa Trail (June 12), **NT-NC-NGTA?**(June) - Mike Thompson

St. Louis Rallies (July?) - Lois Van Vleet & Eva Ames

Cast in Stone NT (July 31st) - Mark Johnson

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

Hurdle 2010 NGTA (Aug) – Sasha Lanz

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

Oktoberally, NC (Sept) - Jeanne English

USRRC NGTA (Oct) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

3. BOD Liaisons to rally

Discussion: How do we get the BOD out on some rallies? Michael Lewis is in Cal Club and English will be inviting him to a 'Friday Niter'. Send flyers/invitations in the mail to invite them to upcoming rallies.

4. Safety Stewards & Trainers

Discussion: Johnson reported that he received the Training video from Pego and said it was ancient and needs to be modernized. More emphasis must be on the 'why this is important' along with the check list. Route instructions and the General Instructions are important along with the safety location of the check point crews. Safety must be emphasized thoroughly. Another check would be to run the event with a novice – they sometime see things differently than the rallymaster. Johnson emailed out a new list of video requirements to the RRB to review.

If someone wants to be a Trainer, they need to send a request to the RRB for approval.

5. Diversity – brought it up to the BOD, what do we do about it?

Discussion: If we are going to be reaching out to diverse groups to join SCCA, the publicity committee should be involved. Mentioning it in eBlast is another way to start introducing SCCA.

6. Lifetime Points for NGTA – a 2011 Rules Change proposal

Discussion: English made a motion to make NGTA Rallies a permanent series and give them Lifetime Points effective 2011. Lanz seconded it and it passed. This proposal will be posted for member comment.

7. USRRC/National Championship

Discussion: Anyone can run the USRRC, but to win the National Championship you must qualify to run the USRRC. Experience levels or E, L or S trophies? The current system of Year-End Awards would go away making the USRRC the determining factor

for the National Champion for the year. Johnson made a motion for the qualifier to be 25 points in any combination Course, Tour or GTA. GTA must pick a class (E, L or S) to compete in. The committee could give out additional class trophies for each rally if they want to. SCCA would pay for the overall trophies (pending approval from the BOD). English seconded it. It passed and will be posted for member comment.

Further discussion: Last years champions automatically qualify for the USRRC. Rallymasters and workers would get 10 points maximum included in 25 point qualifier.

Subject to budget approval of the BOD; USRRC Organizers (4 cars) would automatically qualify and get free entry for the next two USRRC; up to 8 people automatically qualify for the next two USRRCs. These people names must be given to SCCA within 30 days after the USRRC (for which they were organizers).

Tie breaker for the weekend? Probably would not happen.

8. Lifetime Points for National Rallymasters & Precheckers

Discussion: No, you must compete for Lifetime Points.

9. New Categories for Lifetime Points

Discussion: Tabled until April RRB Meeting.

Old Business

New Business - Johnson reported that there is a new movement at headquarters to redesign or improve the SCCA website. Todd Butler verified that.

Pego Mack will be moving back to New England the end of March.

Action items - Wakemen to post the 2011 proposed RRR changes to the SCCA website.

Next meeting

Monday, April 5, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:45 pm CST.

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | April 5, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, April 5, 2010.

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

Chairman Wakemen called the meeting to order at 7:38 pm CST.

The Final March 11, 2010 RRB Minutes were approved. (Lanz/English)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in ***bold italics*** below.

2010 Liaisons

Assignments: The following have been appointed 2010 Rally Liaisons:
California, NT-NC Rallies (January) - Lois Van Vleet

Steel Haul, NC (April) - Jeanne English
New England, NC (February) - Rick Beattie (at December RRB Meeting)
Arizona, NC Rallies (March) - Jeanne English
Steel Haul NC (April 24) - Jeanne English & Mark Johnson
Rally to the Race NGTA (May) - Jim Wakemen
Chippewa Trail (June 12) NT-NC-NGTA - Mike Thompson
St. Louis Rallies (July 10-11) - Lois Van Vleet & Eva Ames
Cast in Stone NT (July 31) - Mark Johnson
Hurdle 2010 NGTA (Aug) – Sasha Lanz
Badger Trails NT (Sept 4) - Lois Van Vleet & Eva Ames
Oktoberally, NC (Sept 5) - Jeanne English
USRRC NGTA (Oct 22-24) - Sasha Lanz
USRRC NT - Jim Wakemen & Mark Johnson
USRRC NC - Jeanne English

2011 Liaisons:

Covered Bridge, NT? (Nov 6?) - Jim Wakemen

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

2. Safety Stewards & Trainers

Discussion: Due to Johnson's unforeseen work load problem and the short time span from the March 11th RRB Meeting, he is still working on a list of what the SS Training Video should include and promised it will be available by October. Johnson asked if the video could be uploaded to the SCCA website. Pego will check with headquarters. Johnson suggest that it could be on You-Tube also.

A request for two new Safety Stewards in the Northeast was approved.

3. 2011 RRR Proposed Changes – posted March 27th to the Forum.

Discussion: The 30 day posting of the proposed RRR changes is not up yet. Pego needs 2011 Proposed Rule changes by the middle of July, for the August BOD Meeting.

Noble suggested that the rules/posting timeline should be posted to the website for everyone to see.

Discussion: GTA Lifetime Points as a separate list or added to the existing Lifetime Points List. It was assumed that it will not be a separate list.

4. USRRC/National Championship

Discussion: tabled until the May RRB meeting due to the late posting to SCCA Forum and still within the 30 day posting period.

5. New Categories for Lifetime Points

Discussion: Tabled until the May RRB Meeting.

Old Business - Lanz reported working on a photo website 'Picasa' for anyone to post rally pictures to. Pego will send a list of organizer names to Lanz.

New Business - English reported that the notice of Postings to the SCCA's website is not working. Lanz is to check it out further and make sure it is fixed.

Ames reported on the new eBlast system. A links from the Calendar and Region Rally websites for events can be applied. The eBlast publication will be named the 'Lead Car'.

Action items – All members to read the SCCA Forum RRR Changes discussions.

Next meeting

Monday, May 3, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 8:27 pm CST. (Lanz/English)

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | April 12, 2010

The RallyCross Board (RXB) met via conference call April 12. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance were Philip Creighton, Board of Directors liaison, and Howard Duncan and Pego Mack from the National Office.

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

Chairman Ricker called the meeting to order at 8:20pm CDT.

Minutes from the March 8, 2010 RXB meeting were approved. (Utecht/Ricker)

Committee Reports

1. RallyCross Safety Committee (Tom Nelson):
 - a. Safety Steward Training: New program improvements will use the Solo training for the classroom session and a RallyCross specific manual. The Solo training is good for dealing with spectators, but there are obvious course differences that necessitate a RallyCross-specific manual.
 - b. A question was brought up about licensing of Safety Stewards and, more specifically, about the removal of those Safety Stewards who are not doing a good job. Pego Mack said the Divisional Stewards make such decisions. She also used RoadRally as an example of putting underperforming Safety Stewards on probation.
 - c. Mark Utecht warned of the danger of a berm as contributing to rollovers even when the berm material is soft. Berms should be removed from the course regardless of the softness of the material.
2. RallyCross Rules Committee (Mark Utecht):
 - a. Mark Utecht reported that the member comment period is drawing to a close. He reported that some member comments have been emailed directly to the RXB that he will post to the forums.
 - b. Jon Olschewski has submitted his resignation from the Rules Committee because of his job responsibilities in Afghanistan. This necessitates the search for a new Rules Committee member. Pego Mack suggested asking the Divisional Stewards for suggestions.
 - c. Pego Mack suggested the RXB implement waiver verbiage in the RallyCross Rules that would remove a competitor from competition if the event waiver were not signed (as suggested to her by the Solo Safety Committee). Although not a risk management requirement, she feels it would be a good idea. Mark Utecht will present the idea to the Rules Committee.

Pending Business

1. Annual RallyCross Award: Brent Blakely is continuing to research the history of RallyCross. The name of Mike Haley was suggested as a possible name for the award.
2. New RXB member request: Since the last RXB meeting, three résumés for a position on the RXB have been received. Of those three, the RXB has requested a teleconference interview with Warren Elliott. This interview is planned for the beginning of the April 29 meeting.

New Business

1. Howard Duncan took some time to address the RXB concerning the following staffing changes at the SCCA national office and other items. 1) Technical Services has now merged into one department servicing RallyCross, RoadRally, Solo, and Club Racing combined, with Doug Gill as General Manager. 2) Pego Mack has now relocated to Connecticut and is an independent contractor for the SCCA. She no longer does Regional sanctioning (Deena Rowland) and will be focusing on program growth and development. She will be seeking sponsors for the National events and would like any references be sent to her. 3) In a recent Board of Directors meeting, the concept was introduced of providing a development fund for RallyCross. The Board of Directors has requested a letter from the RXB outlining the areas of greatest need and possible uses of such a fund.
2. Mark Utecht pointed out that the date for the RallyCross National Championship is in conflict with the Ojibwe Forest Rally. It appears Rally America has changed the date. The concern is that overlapping schedules may force some competitors to choose between the two events. Pego Mack will contact Rally America about the conflict.
3. With the Eastern States RallyCross Championship approaching at the Detroit Region's Adrian site, the question was raised of whether the site's past safety issues have been addressed. Pego Mack said the organizers have promised her that the

jumps have been removed. It was emphasized that there are other hazards at the site that should also be watched.

4. Pego Mack wants an e-blast implemented for RallyCross, which is similar to the format used by *The InsideLine*, and suggested the RXB find someone with the technical skills to implement it. Mark Utecht suggested Mike Byington. Bob Ricker said he also knows someone who might be able to do it. He will contact both.
5. In an effort to better understand the RallyCross market and how cars should be classed, it has been suggested that the RXB appoint a points keeper to compile all regional RallyCross results, including car details, classing, and times. It should be someone with a mathematical and statistical understanding so as to provide more statistically relevant numbers. This item was tabled until next month's meeting.
6. Phil Creighton from the Board of Directors offered his feelings that RallyCross will be a sport for the youth and that the RXB should keep that in mind as they plan for the future.

The meeting was adjourned at 10:16pm CDT (Utecht/Ricker).

Next meeting: April 29, 2010

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>
Forms: <http://www.scca.com/contentpage.aspx?content=45>
Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>
Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>
Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>
General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

RALLY

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

SCCA NATIONAL CONVENTION

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

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 4, 2010

The Club Racing Board met by teleconference on May 4, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Dick Patulo, BoD guest director; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager Club Racing; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-06, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at <http://www.crbscca.com/>

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GCR

- #848 (Deanna Flanagan) Change the 15 Year Old Driver School Class Listing in Appendix. C
In Appendix C.2.6.G, add to the end of the first sentence: "*or a regional-only class car of similar performance as determined by the Chief Steward.*"
- #855 (CRB) Mandatory seat back braces for all seats
In 9.3.41, delete: "~~Seats homologated to and mounted in accordance with FIA standard 8855-1999 or FIA Standard 8862-2009 or higher need not have the seat back attached to the roll structure. The homologation labels must be visible.~~" [The CRB has been made aware of deficiencies in mounting of FIA homologated seats that would be mitigated by the addition of a seat back brace.]
- #856 (CRB) Forbid active aero devices
Add a new item to Appendix F, *Active Aerodynamic Devices*: *No active aerodynamic devices are permitted. These include, but are not limited to, those that allow any degree of freedom in relation to the entirely sprung part of the car (chassis/monocoque), movable or hinged skirts, or that can be adjusted from within the cockpit.* [Although some classes or categories already forbid active aerodynamic devices (explicitly or implicitly), there are others that are not currently covered. A blanket prohibition is simpler to create than it is to correct every class or category specification. If approved, separate class or category rules will be removed.]

IMPROVED TOURING

- #1205 (Matthew Green) Shifter allowance
In 9.1.3.D.4.e, change to read: "Shift lever may be bent *or cut* above tunnel or floor."

SUPER TOURING

- #1244 (Marc Hoover) Allow aftermarket hardtops
In 9.1.4.C, add a new subsection: "9. *Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.*"

AMERICAN SEDAN

- #797 (CRB) Eliminate full Prep GTO
In 9.1.6, delete the GTO (04-06) [full prep] spec line. [To our knowledge, no one has attempted to build this configuration. With the limited prep option, there seems to be no need to maintain this classification.]

SPEC MIATA

- #830 (CRB) Allow removal of cruise control and horns
In 9.1.8.C.1.p, add a new item 6: "*It is permitted to remove all components of the cruise control system.*"
In 9.1.8.C.1.p, add a new item 7: "*It is permitted to remove the horn.*"

2. #831 (CRB) Hardtop mounts
In 9.1.8.C.7.e, add a new third sentence: "*It is allowed to attach the hard top to the upper windshield bar of the roll cage.*"
3. #1166 (Rob Burgoon) Allow removal of cruise control system
See letter #830.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

Please send your comments via the form at <http://www.crb-scca.com/>

GCR

The CRB has received requests to allow National races to be scheduled after the Runoffs and before the first of January. The CRB would like members to indicate whether or not regions should be allowed to schedule National races subject to the following restrictions: No National races may be scheduled between Labor Day weekend and the third weekend following the Runoffs; after the third weekend following the Runoffs, Single National races only, one per division (no double events or combination events) may be scheduled with the approval of the CRB and BoD; National points earned will apply to the following calendar year's championship; the event would be run under the current year's GCR.

IT

Should all IT cars be permitted to use crank fire ignition systems or other alternate mechanisms to control spark timing?

SM

1. Should all cars be allowed to update to the 99-05 suspension components, including the track width specification?
2. Should the 1.6 liter (90-93) cars be allowed to update suspension to the (99-05) components?
3. Should adjustable fuel pressure be allowed on all SM cars? Also, should ignition timing be allowed to be adjustable on 99-05 cars (via elongating the mounting holes of the crankshaft position sensor trigger wheel? The purpose of these allowances would be to negate the advantages of modified ECUs; detection of ECU modifications are extremely difficult.
4. Should the SM compliance program be reinstated as implemented in 2009, including compliance fees?

T2

Should T2 cars be allowed "parts bin" brake components? That is, should any brake parts within a manufacturer's line be allowed to be used?

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. #926 (Jay Lutz) Elimination of antifreeze for SCCA Club Racing
In many parts of the country, at various times of the year, this would impose an unacceptable burden on competitors who must protect their equipment.
2. #1028 (Jason Kepka) Changes to the yellow flag rules
While we constantly strive to improve the safety of our events, this request to change the yellow flag rules to require competitors to drive single file through a yellow flag zone could cause more problems than it would resolve. Cars would need to brake abruptly and make sudden moves to become a single file thus causing stacking of cars as they approached the incident. Additionally, it would be difficult for corner workers to determine single file calls.
3. #1060 (G.W. "Jay" Puskenalis) Driver status signal after a shunt
There is no proven need to put such a signal in the GCR as a required rule. The various configurations and designs of our competition cars may prevent the requested signal from being given. Also line of sight to the nearest turn may prevent the action being seen from the turn.
4. #1214 (Club Racing Board) Debris flag to distinguish between fluids and other hazards
A waved debris flag could be easily confused with a waving yellow. The National Administrator of Flagging and Communication will be asked to consider whether there are reasonable ways to communicate the difference between fluids and debris.

FORMULA

FF

1. #260 (Thomas Valet) Proposal for controlled tire in FF
The response to the March Fastrack questionnaire regarding a controlled tire for FF has been very limited. The F/SR advisory committee has recommended, and the CRB concurs, that no further consideration be given to this proposal. For those who did respond, thank you for your inputs.

FV

1. #1078/1079/1097 (Stephen Saslow/Bob Posner/Greg Rice) FV Minimum Weight
Thank you for your input. The rules are adequate as written.
2. #1092 (Nick Grapsas) Allow only one engine for Runoffs
Thank you for your input. This would put an unreasonable restriction on competitors who have an engine failure during qualifying.

GRAND TOURING

GT1

1. #684 (Phil Harper) Add a spec LS engine at 2680lbs. w/driver
Thank you for your proposal. A spec engine is neither in the spirit of the class nor in its best interests.
2. #701 (Tony Ave) GT-1 spec engine should be allowed as an option
See letter #684.
3. #881 (Jim Derhaag) Match TA rules for weights depending on engines
While the specific weight reductions adopted for Trans Am may make sense in that series, the Club Racing GT-1 environment is different in regards to the population of engines in use.

IMPROVED TOURING

1. #164 (Tom Hoppe) Allow alternate motor mounts
The IT Advisory Committee and the CRB do not recommend changing the IT rules to allow modified or unrestricted motor mounts at this time. We wish to remind members who are having issues with their engine mounts that the stayrod allowance will alleviate most motor mount problems. The ITAC and the CRB are engaged in discussions concerning IT philosophy and the future of the category. The motor mount issue will remain as part of these discussions as will other issues such as crank fired ignitions. Members will be asked for their input on specific items and more general questions about whether members want the class to drift toward Production, or remain as a much more restricted category. We wish to thank the many members who took the time to comment on this issue.
2. #919 (Earl Richards) C-clip Eliminators in IT
There is no demonstrated need to create a new allowance in this area.
3. #1187 (Charles Callis) Allow battery relocation for safety reasons
Batteries in their stock locations have been used for many years in IT, as well as other categories. If any competitor is concerned about their own battery, consider an AGM direct-fit battery. These are designed to have less leakage in a crash.
4. #1203 (Jim Remy) Classify R53 Mini Cooper S in Improved Touring
Forced induction is not allowed in IT. See 9.1.3.A.

PRODUCTION

1. #1250 (CRB) Alternate rods
After long consideration, the Production advisory committee has decided not to recommend alternate rods in level 2 engines and the CRB concurs.

EP

1. #1102 (Aaron Downey) Request 40mm Chokes for EP Mazda RX-3
The first generation RX-7 had a weight increase of 50 lbs. 3 years ago. The RX-7 received a choke increase to offset this weight. The RX-3 currently weighs 150 less than the RX-7. The car is competitive as classed.
2. #1103 (Aaron Downey) Supplemental Rear Coil-Over Springs for EP Mazda RX-3
Not in the philosophy of level 2 suspension rules.

SHOWROOM STOCK

SSB

1. #1056 (Mike Scornavacchi) Reduce the weight of the 06-09 Solstice by 50 lbs
Adjustments have been made to other cars for class balance.
2. #1099 (Chris Childs) Lower the weight of the Solstice
See letter #1056.
3. #1235 (Sam Ryan) SSB Miata weight reduction
Adjustments have been made to other cars for class balance.

TOURING

T1

1. #614 (Brad Sofronas) Allow Porsche Cup style wing for Porsche 996 GT3
Aftermarket wings are not within the class philosophy.
2. #615 (Brad Sofronas) Suspension Kit - Porsche 996 GT3
Components of this kit are not within class philosophy.
3. #616 (Brad Sofronas) Reduce weight of the 996 GT3 by 100 lbs
The cars must run before any weight reduction will be considered.
4. #939 (Chris Childs) Decrease restrictor for Viper
The car is competitive as classed.
5. #940 (Chris Childs) Reduce Weight of the Viper
The car is competitive as classed.

T2

1. #1163 (Jim Leithauser) Alternate tire size allowance for BMW Z4 Coupe
The current tire size appropriate.
2. #1173 (TC Kline) Increase BMW Z4 M Coupe front wheel width to 9"
The current wheel size is appropriate.
3. #1189 (Patrick Womack) Adjustment to wider front rim for BMW Z4 Coupe
See letter #1173.

T3

1. #938 (Chris Childs) Allow Lotus Suspension upgrade
See letter #937 (in Tech Bulletin) for weight reduction.
2. #1100 (Chris Childs) Lower the weight of the VW GTI
The car is classed appropriately.

PREVIOUSLY ADDRESSED

1. #1024 (Aaron Stehly) Allow all turbo/ SC cars to run aftermarket BOV or DV
See April Fastrack. Aftermarket parts for forced induction are not within the class philosophy. Many appear to function differently from factory parts.

NO ACTION REQUIRED

GCR

1. #597 (Bruce Leggett) Comment on proposed rule changes in Feb Fastrack
Thank you for your inputs. In the proposed rules for practice days, we will change "compete" to "participate" in 3.1.9.C. Regarding the changes to GCR Section 7.2.G.1, one cannot fulfill probation requirements without entering events.
2. #1184 (Tom Masterson) Why are some vintage licenses allowed to run regionals and not others?
The licensing procedures of other organizations are reviewed before they are listed in either Appendix C 3.1.5 or 3.1.8. If there are organizations listed in 3.1.8 that want their licenses listed in 3.1.5 because their procedures have changed since they were last evaluated, the Club Racing Office should be contacted.
3. #1220 (Robert Cancellieri) SFI Decertification of Halon
SFI has only said they will not certify new Halon systems or re-certify existing Halon systems. There is no reason that

existing Halon systems should not be used.

GRAND TOURING

GT3

1. #908 (Robert Herman) Clarify rotary engine set back rule
The stock location is allowed. The engine may be relocated with a set-back of 4.5 inches as allowed in the rotary engine spec line notes.

GTL

1. #1109 (Gary Johnson) Reconsider BLMI 1071 stroke spec
Historical factory and FIA specifications confirm the 68.26mm stroke to be correct.

PRODUCTION

FP

1. #876 (V. Gary Semerdjian) Relist Lotus Cortina in Production class
This car was never classified in a Production class. This car is classified in GTL.

SPEC MIATA

1. #906 (Tom Sager) Illegal parts offered to racers
It is regrettable if any illegal parts are being used. Steps to negate the advantages of re-flashed ECUs are being considered (see What Do You Think? SM item 3 above).

SUPER TOURING

1. #1127 (Marc Hoover) Make STO and STU bodywork/aero rules the same
Thank you for your input. The rules are correct as written.

SHOWROOM STOCK

1. #1011 (Michael Palmer) Classification of Porsches in SS?
Unfortunately, there are no appropriate cars available.
2. #1156 (Richard Kulach) Ballast usage and location question
Ballast to reach required minimum weight may be placed anywhere within bodywork where it can be properly secured.

TOURING

1. #1023/1052/1087 (Aaron Stehly/Michael Sullivan/Jim Leithauser) Camber allowance input
Thank you for your input.

T1

1. #942 (Chris Childs) Add restrictor and lower weight of LS3 Corvette
Thank you for your input. The car is classed appropriately.

T2

1. #1124 (David Jones) Re: SCCA Letter #894 Update
See May Fastrack and see the "What Do You Think?" section of these minutes for a T2 brake question.

RESUMES

1. #1122 (Marc Hoover) ST Advisory Committee resume
Thank you for your resume. It will be kept on file.
2. #1262 (Alan "Butch" Kummer) CRB Resume
Thank you for your resume. There are no current openings on the CRB, but your resume will be kept on file for future consideration.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2010

NUMBER: TB 10-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/10 unless otherwise noted.

GCR

1. #571 (Pam Richardson) Clarify GCR 6.5.2.D Split Starts
Clarify 6.5.2.D. by replacing it with the following:
6.5.2.D Split Starts
 1. *Provided each segment is properly formed, each will receive a separate green flag.*
 2. *If the first segment receives a green flag, the race is considered to have begun for the subsequent segments when they cross the control line, regardless of the flags displayed by the starter.*
 3. *The flags displayed by the starter have their normal meanings.*
 4. *If the first segment receives a green flag, but on track safety conditions require an immediate full course yellow, cars in subsequent segments should fall into single file grid order and make every effort to safely catch the back of the first segment.*
 5. *Drivers in each segment shall not improve their position until their respective green flag is displayed. Jump starts may be penalized.*

2. #921 (Terry Ozment) Accommodate NASA Medical Form; correct Appendix C table title and references

Modify parts of Appendix C.2.1 as follows:

- A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form or a NASA approved medical form. *For the purposes of SCCA competition licensing, the term "form" refers to either version.* The form must be submitted every 5 years ... The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.
- C. *SCCA Physician's Examination and Medical History Forms* are available from Regions, from the National Office, and on SCCA's web site, www.scca.com.

In Appendix C.2.3, and Table 2, change "~~Table 2~~" to "*Table 1*".

In Appendix C.2.2.A, change "~~the chart, below~~" to "*Table 1*".

In Appendix C.2.4.B, change "~~on the chart~~" to "*in Table 1*".

In Appendix C.2.4.E, change "~~the chart above~~" to "*Table 1*", and delete "~~in Table 2~~".

In Appendix C.2.5.B, change "~~on the chart above~~" to "*in Table 2*".

3. #1266 (CRB) Confirmation of RM 10-07
As published in Racing Memo 10-07, modify 9.4.C.3 to read: "3. Cars competing in Improved Touring, Showroom Stock, Spec Miata, and Touring may extend one tube, from each front down tube, forward to the firewall, *bulkhead or wheel well*, but not penetrating ~~the firewall any panel~~."
4. #1268 (CRB) Runoffs Supps: Fuel
The following are the fuel requirements for the 2010 Runoffs®:

9.12. Fuel: All cars shall use fuel purchased from the track. SSB, SSC and SM are limited to 93 octane unleaded gasoline. All other classes, except those required to use diesel fuel, may choose to run any of the available gasolines. These include 93 or 98 octane unleaded and 110, 112, or 116 octane leaded gasoline. The 93 octane unleaded fuel contains ethanol. The track fuel pumps will be open Monday, September 13 through Sunday, September 26, 2010. 98 and 110 octane gasoline will be available 24 hours via credit card at the permanent pumps. 93 and 112 octane gasoline will be available via attendant 8:00am-noon (9/13-9/19) and 8:00am-4:00pm (9/20-9/26). 116 octane gasoline and diesel fuel will be available only if pre-ordered through Road America.

- Competitors shall declare which fuel they are using.
- Mixing fuels of different octane fuels is prohibited.
- Fuels shall be purchased from Road America and will be tested in accordance with the official Runoffs® fuel testing procedure. A copy of this procedure will be available in Tech.
- Before Monday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then adding a few gallons of your chosen fuel, run the car and drain the tank/cell again.
- Fuel testing will be available to all competitors on a voluntary basis subject to the workload in tech. Priority will be

given to competitors who have not yet had their fuel tested. The scheduled times for voluntary fuel testing will be posted at Tech.

- Fuel testing for compliance with these supplemental regulations may be implemented during qualifying and post-race inspection.

Formula

FC

- #1246 (CRB) Correct omissions in FC specification
Add 9.1.1.B.3.gg. "Any spark plugs may be used." Add 9.1.1.B.4.v. "Any spark plugs may be used."

FF

- #1247 (CRB) Correct omissions in FF specification
Replace 9.1.1.D.1.p with "Lubrication system is unrestricted; any oil pump and oil sump permitted; dry sump is permitted. Localized machining of the cylinder block is permitted to allow fitting of the oil pump."
Replace 9.1.1.D.1.q with "Cooling system is unrestricted. Any radiator, fan, water pump and drive belt permitted."
Add to 9.1.1.D.1.a.2 as follows: "When a system is specified to be "unrestricted" (e.g. paragraphs p and q), the restrictions of this paragraph do not apply."

Grand Touring

GT1

- #1032 (Member by phone to staff) Please reconsider letter #293
The response to the first part of your request appeared in the April Fastrack.
In 9.1.2.E.1, Porsche, 997 GT3 Cup, add at the end: "Alternatively, may run in conformance with the Grand-Am specification. Competitors shall have a copy of the Grand-Am rules in their possession. Minimum weight 2810 lbs with driver."

GT2

- #897 (Kevin Yaghoubi) Reinstate SOHC VG30
In 9.1.2, GT2, correct multiple errors in the Nissan engine specifications as follows:
The first line labeled VG30 ~~DOHC~~ [2754cc] should be VG30 SOHC.
The first line labeled ~~VQ30~~ DOHC should be labeled VG30 DOHC.
The second and third lines labeled VQ30 DOHC are duplicates; one of these is to be deleted.

GTL

- #1263 (CRB) Add cylinder head part number to BLMI spec line.
In 9.1.2, GTL, BLMI, 970, 1071 and 1275/1380/1399, Notes, change "Pierce/PBS aluminum cylinder head allowed." to "Pierce aluminum cylinder head part #99003.843 allowed."

IMPROVED TOURING

ITA

- #383 (Ron Chapman) Classify the Mazda Protege MP3

ITA	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Mazda Protégé MP3 (2001)	4 cyl. DOHC	83.0 x 92.0 1991	(I) 31.5 (E) 27.6	9.1:1	102.8	17	3.31, 1.84, 1.31, 0.97, 0.76	(F) 259x22 vented (R) 262x8 solid	2485	.

ITR

- #382 (Chris Childs) Classify the 94-99 Mustang GT

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Ford Mustang GT (96-98)	8 cyl. SOHC	90.2 x 90.0 4601	(I) 44.5 (E) 34.0	9.0:1	101.3	16, 17	3.37, 1.99, 1.33, 1.00, 0.67	(F) 273 vented (R) 267 solid	3390	

Super Touring

- #1062 (Marc Hoover) WC Rules Clarification
In 9.1.4.B, Note to second bullet item, add at end: "Items not listed on the World Challenge VTS sheets must comply with all the remaining Super Touring rules."
- #1238 (Chris Childs) Clarification of 9.1.4.E.4
In 9.1.4.E.4, change "Rocker arms, lifters, followers, pushrods, valve springs, keepers, retainers, guides, seats, and valves are free, TITANIUM is NOT permitted, except for the retainers. The head may be machined to fit valvetrain components." to "Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not

permitted, except for retainers or OEM parts. The head may be machined to fit valvetrain components.”

STO

1. #325 (John Slinkard) Clarify ST Aero rules
In 9.1.4.1.A.1, add a new subsection “c. Canards or dive planes are not allowed unless part of the OEM bodywork”.
In 9.1.4.1.A.2.a, replace “~~The hood vents are limited to 2 louvered vents areas with a max total plan area of 144 square inches.~~” with “*Hood inlets (scoops) are not allowed*”.
[Notes to Mr. Slinkard: Cars are weighed with driver. Competitors must protest compliance issues.]
2. #1113 (Ed Zabinski) Allow Kessel 430 GT3 front fenders, hood, and bumper
In 9.1.4.1.F, Ferrari 430 Challenge, Notes, add: “*Kessel 430 GT3 front fenders, hood and bumper allowed; if installed, single radiator is allowed.*”
3. #1228 (Randy Van de Loo) Updating / Backdating within STO
In 9.4.1.B.6, add at end of first paragraph: “*Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.*” In 9.4.1.B.6, correct item 2 by replacing “(99-04)” with “(85-04)”.

STU

1. #1128 (Marc Hoover) Mazdaspeed Miata alternate turbo
In 9.1.4.2.B, add new item 7: “*Mazdaspeed Miata may use alternate turbo, Mazdaspeed part # 000-88-c-89.*”
2. #1129 (Matt Blehm) Questions on drive shaft replacement
In 9.1.4.H.1, add at end: “*Two piece drive shafts may be replaced by one piece drive shafts, and conversely.*” [Note to Mr. Blehm: “same materials” means that aluminum may not replace steel.]

Production

EP

1. #1071 (Scott Sanda) Explain classing difference between EP Porsche 944S and BMW 2.8L
In 9.1.5, EP, Porsche 944S (87-88), Notes, change Comp. Ratio to 12.0:1 and valve lift to .500”; and change weights to 2700/2768/2835 lbs.
2. #1249 (Jesse Prather) Porsche 944/924s
In 9.1.5, EP,Porsche 944/924S 2.5L (2V)(83-88), Notes, change Comp. ratio to 12.0:1, valve lift to .500”.
3. #1251 (Jesse Prather) Classify MR2 (00-05)

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.)
Toyota MR2 ZZW30 (00-05)	2	2075 * 2127 ** 2179	4 Cyl. DOHC	79 x 91.5	1794	Alum	Alum	(I) 32.0 (E) 27.5	Fuel injection	96.5	62.34 / 61.73

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Toyota MR2 ZZW30 (00-05)	15 x 7	5	(F) 253 vented (R) 262 solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500”.

FP

1. #691 (Ted Russell) Increase choke size for alt (2) 40 idf carburetors
In 9.1.3,FP, Fiat 124 Sport Spider (-1977), Notes: change 28mm to 32mm.

HP

1. #1218 (Pat Simpson) Allow alternate differential from 1975-1983 e21 cars for BMW 1600
In 9.1.5, HP, BMW 1600 (68-71), add to Notes: “*Alternate differential from 75-83 e21 allowed.*”

American Sedan

1. #796 (CRB) Adjust Limited Prep GTO weights
In 9.1.6, GTO (04-06) Restricted Prep., change LS1 weight from 3530 to 3480.
2. #1267 (CRB) Ride height clarification
In 9.1.6.D.4.a, clarify as follows: “Minimum ride height is five (5) inches, to be measured at the lowest point of the *sheet metal* rocker panel, but not to include welded seams, *stock ground effects cladding*, or fasteners.
3. #1269 (CRB) Camber limits for GTO limited prep
In 9.1.6, GTO (04-06) Restricted Prep., add to Notes, “*Up to 2.0 degrees rear negative camber allowed.*”

Showroom Stock

None

Spec Miata

1. #829 (Ryan Imperial) Allow 90-93 Miata front bar on 94+ Miata
See letter #1222.
2. #920 (CRB) Correct tool requirements
In 9.1.8.C.1.f.4, delete the following: ~~"All dimensions in the following table will be measured with go/no go tooling."~~ In 9.1.8.C.1.f.5, delete the following: ~~"This dimension will be measured with go/no go tooling."~~ [Go/no go tools are not the only means to measure these dimensions.]
3. #1222 (CRB) 94-97 sway bars
In 9.1.8.C.4.a, change as follows: "The kits must be used in their entirety, *except as specified.*"
In 9.1.8.C.4.a.4, add to K-SPEC-M5-SUS8, "*Or may use adjustable 24 mm front bar from Eibach kit 0000-04-5302-EB.*"
4. #1320 (CRB) Combine 94-95 and 96-97 spec lines
In 9.1.8, combine spec lines for 94-95 and 96-97 cars.

Sports Racing

None

Touring

T2

1. #601 (Richard Kulach) Brake specifications for 370Z
In 9.1.10, T2, Nissan 370Z (09-10), add to Notes: "*Sports Package is allowed.*"

T3

1. #937 (Chris Childs) Reduce the weight of the T3 Lotus Exige and Elise
In 9.1.10, T3, Lotus Elise and Lotus Exige, change weight from ~~2440~~ to *2310*.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Mike Presley vs. SOM - COA Ref. No. COA 10-01-SE

May 11, 2010

FACTS IN BRIEF

On March 27, 2010, following the Group 4 race at the "Buck Muse Memorial" Regional held at Carolina Motorsports Park, Jacob Sellers, driver of Spec Miata # 71, Gary Giles, driver of Spec Miata # 84, and Skip Brock, driver of Spec Miata # 61 each protested Sam Barnett, driver of Spec Miata # 35, alleging violation of GCR 2.1.4. (Reckless driving), 6.5.1J.3. (Improving position on start) and 6.11.1. (Driver conduct). The Stewards of the Meeting (SOM) Ken Irwin, Sue Roethel, Sara Snider, and Mike Presley, Chairman, with agreement from the protesting parties, combined the three protests into one. The SOM then met, reviewed evidence and testimony, and disallowed the combined protests. Mr. Presley appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on April 29, 2010 and May 10, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mike Presley including a video, received April 10, 2010.
2. Official Observer's Report and related documents received April 10, 2010.
3. E-mail statement from Skip Brock, received April 14, 2010.

FINDINGS

Per SCCA General Competition Rule 8.4.1. (Right to Appeal), the COA determined that Mr. Presley was not a named party to the protest and therefore he does not have standing to appeal the ruling of the SOM.

DECISION

The Court of Appeals lacks authority under GCR 8.4.1. to hear Mr. Presley's appeal and no judgment will be issued. Mr. Presley's appeal is returned to him and his appeal fee shall be returned.

TIME TRIALS ADVISORY COMMITTEE

TTAC MINUTES | May 12, 2010

The Time Trials Administrative Council met via conference call on 05/12/2010 at 7:30 PM CST. The following members participated:

TTAC Chairman / NEDIV.....Matt Rowe
GLDIV.....Jerry Cabe
NPDIV.....Dave DeBorde
SOPAC.....Steve Staveley
SEDIV.....Mark Rothermel
CNDIV.....Tony Machi
National Staff Liaison.....Deanna Flanagan
Exec Steward Liason.....Bob Horansky

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

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

Old Business

- a) Continued discussion on acknowledging Time Trials experience as partial credit to a Club Racing license.
- b) Marketing / Branding of Time Trials – Logo concepts under review with National
- c) Status given on topics for TTSC discussion, further discussion underway to reach consensus
 - i) Minimum official requirements for “smaller” events
 - ii) State Issued of SCCA Issued license requirements for Level 1 & 2 events
- d) Discussion on use rental companies to replace the aging pool of transponders through national. Companies identified that provide a rental service, such as GP Sports Timing, which provide a cost competitive alternative.

New Business

- a) Agreement on simplification and reduction of the amount of paperwork within sanction packet contents.

Minutes submitted by: Matt Rowe - TTAC Chairman

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | April 28, 2010

The Solo Events Board met by conference call April 28th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo, Marcus Merideth, and Bob Lybarger of the BOD; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. Absent was Iain Mannix. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

SAFETY

- The Solo Safety Committee met April 20th and discussed the following subjects:
 - Incident reports: Solo Safety Stewards and event officials are reminded that incident reports need to contain only facts (e.g. measurements, diagrams, etc.) regarding the incident, not opinions or conjecture regarding the cause(s).
 - Divisional Solo Safety Stewards may be requested to help obtain information which is missing from incomplete incident reports, if necessary.
 - Safety Stewards continuing education instructors need to be sure they send their lists of training attendees to their Divisional Solo Safety Stewards.
 - The helmet requirements for 2010 are as in the current Solo Rules.
 - Rule books are still required for Annual Tech. Regions are encouraged to make rule books available for Solo Safety Steward use.

GENERAL

- The SEB has an immediate opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com
- The following revision to a previously-published rule change proposal is provided here for member comment:
 - Add a new definition to Section 12, as follows (changes from the prior version are shown in italics):

"12.17 Strut Bar

A transverse member connecting the *upper or lower suspension mounting points, at the front or rear of the car*. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting points. A *triangulated* strut bar has a third *area of attachment* at the chassis, *e.g. at the firewall/bulkhead*. All connections to the vehicle must be bolted; no connection point to the chassis can be welded."

STOCK

- The following class change proposal has been recommended by the SAC and is published here for member comment:
 - Move from GS to HS, Mazda Protégé MP3 ('01-'02)

STREET TOURING

- The STAC welcomes new committee member Brian Hanchey.
- The following revised version of a previously published rule change proposal has been recommended by the STAC and is published here for additional member comment:
 - Change 14.3 to read as follows:

"14.3 TIRES

Tires must meet the eligibility requirements of the Stock category, with the following additional restrictions:

- Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
- Tires may have section widths up to and including the following:
 - ST, STS, STR (AWD) – 225 mm
 - STX (AWD), STU (AWD) – 245 mm

STR (2WD) - 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

- C. Tires must have a minimum UTQG tread wear rating of 140.
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa"

Note: This revision removes the minimum molded tread depth requirement.

- The following revised version of a previously published rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is provided here for member comment:

- Change 14.2.G to read as follows:

"G. Strut bars (see Section 12) are permitted with all types of suspension, *subject to the following constraints:*

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
4. *Except for standard parts, no connections to other components are permitted.*

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes."

- The following additional rule change proposals have been recommended by the STAC and are published here for member comment:

- Delete 14.2.F. Per the STAC: This removes the original allowance for aftermarket body kits, wings, spoilers and other appearance items, whose original purpose (i.e. attract Sport Compact enthusiasts) is no longer relevant, and which a number of competitors were using for performance advantage.

- Modify 14.2.C to read as follows (ref. 10-127):

"C. Factory rub strips, emblems, mud flaps, *wings, bolt on front valance lips/spoilers, and fog lights* may be removed. *Fog lights that are an integral part of a main headlight or turn signal may not be removed*"

- Modify 14.10.E.4 to read as follows:

"4.) Be used in the same location(s), relative to the chassis, as the OE converter(s). *If the volume of the replacement catalyst substrate/core is smaller than the original, the replacement must fit entirely within the extent of the original*".

STREET PREPARED

- The following listing change has been recommended by the SPAC and is published here for member comment:

- Move from BSP to ASP: Mitsubishi Lancer Evo VIII and Evo IX .

Per the SPAC: The committee puts forth this proposal based on member feedback from other car re-classification proposals that were largely triggered by requests to reclassify cars currently deemed uncompetitive in BSP. As a result of those proposals, the membership has voiced a concern about reshuffling most of the SP category due to "the domination of the Evo in BSP". The SPAC has taken this feedback seriously and would like to provide some of the thinking behind this latest proposal.

- 1) BSP numbers have been on the decline since the Evo was added to BSP.
- 2) Without the EVO in BSP, the class has a widely diverse set of cars that have proven to be popular cars in Stock classes and even in BSP prior to the Evo. All indicators would show that BSP without the Evo would be a very strong and diverse class.
- 3) Since boost restrictions were lifted and E85 is more prolific, the performance of the Evo has increased more so than any other car in BSP. Power output now is reported to be somewhere near the 400whp range.

- 4) AWD cars are already in ASP and course/weather dependencies haven't shown a strong preference toward them. That said, regardless of class the Evo will likely be near the top if it rains. Classing the Evo should not be done solely for concern with regards to weather.
 - 5) While "spec" classes have proven to be successful (Miata in CSP for example), the numbers of Evos that have shown up at Nationals have been comparatively low.
 - 6) An AWD-only SP class is not a viable option as the Evo would still be the top car, and numbers of cars at nationals indicates that this class would not survive.
- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:
 - Change 15.2.C to read as follows:

"C. Strut bars (see Section 12) are permitted with all types of suspension, subject to the following constraints:

 1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
 2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
 3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
 4. *Except for standard parts, no connections to other components are permitted.*

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes."
 - The following updated version of the proposed SP classing realignment is provided here for further member review and comment:
 - Move from ASP to BSP:
 - Porsche
 - 911 non-turbo (NOC)
 - 911 Club Sport
 - Carrera 2/4
 - 914/6
 - 924 turbo & N/A
 - 944 turbo & N/A
 - 968
 - Toyota
 - MR2 turbo & N/A ('91-'95) Note: remove N/A from CSP
 - Move from CSP to DSP:
 - Mercedes
 - 190 ('84-'93)
 - Audi
 - TT 1.8T, FWD & Quattro (1998-June 2006)
 - TT 3.2L, Quattro (1998- June 2006)
 - TT 1.8T, 2.0T, FWD & Quattro (Aug 2006-2010)
 - TT 3.2L Quattro (Aug 2006-2010)
 - Change the 280ZX and 300ZX listings in BSP to the following:
 - Datsun & Nissan
 - 280ZX, 280 ZX Turbo
 - 300ZX, 300ZX Turbo (1984-1996)

NOT RECOMMENDED

- Clone karts in Formula Junior (ref. 10-047)
- Steering wheel/airbag in ST (ref. 10-066)
- Air conditioning removal in ST (ref. 10-113). This is not considered consistent with the philosophy of the category.
- Aftermarket clutch, flywheel in ST (ref. 10-121) This is not considered consistent with the philosophy of the category.

- Ball joint replacement in ST (ref. 10-196) Such components could be used to relocate roll centers and this is not considered a desirable allowance.
- Corvette classing in ST (ref. 10-201) This does not fit in with the philosophy of the classes at this time.
- Rear sway bar allowances in Stock (ref. 10-072)
- Move E46 M3 to CS (ref. 10-098) The SAC believes this car is in an appropriate class for its performance potential.

TECH BULLETINS

1. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:

Ford Mustang GT ('10-'11)	FS
Ford Mustang V6 ('11)	FS
Ford Mustang GT500 ('11)	BS

2. Stock: Add the following to the end of 13.7.A.3: *"A bushing may be implemented as a bearing."*

3. Stock: The set of Ford Mustang listings in GS which read as follows:

Mustang (4-cyl Turbo & V6)
 Mustang (V6) (2010)
 Mustang SVO

are replaced with the following:

Mustang 4-cyl Turbo, V6 ('79-'93)
 Mustang v6 ('94-2004)
 Mustang v6 (2005-2010)
 Mustang SVO ('84-'86)

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | May 3, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, May 3, 2010.

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

Chairman Wakemen called the meeting to order at 7:35 pm CST.

The Final April 5, 2010 RRB Minutes were approved.

Proceedings

1. Rally Liaison updates

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

2010 Liaisons:

Assignments: The following have been appointed 2010 Rally Liaisons:

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

Steel Haul, NC (April) - Jeanne English

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

Arizona, NC Rallies (March) - Jeanne English

Steel Haul, NC (April 24) - Jeanne English & Mark Johnson

Rally to the Race, NGTA (May) - Jim Wakemen

Chippewa Trail (June 12) NT-NC-NGTA - Mike Thompson

St. Louis Rallies (July 10-11) - Lois Van Vleet & Eva Ames

Cast in Stone NT (July 31) - Mark Johnson

Hurdle 2010 NGTA (Aug) - Sasha Lanz

Badger Trails NT (Sept 4) - Lois Van Vleet & Eva Ames

Oktoberally, NC (Sept 5) - Jeanne English

USRRC NGTA (Oct 22-24) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Jim Wakemen

Arizona Rallies, 2-NT (Nov?) - Dave Kolb?

2. eBlast Introduction

Discussion: Eva will do an eBlast article introducing herself and Mark Johnson to the Road Rally community as new members to the RRB.

Pego to check on the ongoing problems the RRB is having receiving eBlast notifications and will work with Eva to get it resolved.

ITIS Newsletter would be a good place for post rally reviews and eBlast would be a good place for upcoming rallies.

3. Safety Stewards & Trainers

Discussion: Johnson sent out an email to the RRB members with ideas for the new video. Johnson asked if the video could be uploaded to the SCCA website. Pego said the training could be done over the telephone or a pdf file could be sent out.

4. 2011 RRR Proposed Changes – posted March 27th to the Forum.

GTA Lifetime Points as a separate list or added to the existing Lifetime Points List Rule Change:

Discussion: Most of the comments on the forum were for a separate listing because of the nature of the rallies being totally different from Tour and Course. Johnson made a motion to assign Lifetime Points for National GTA rallies and keep them separate for two years. After two years it will be reviewed to see if GTA's are accepted and then incorporate them into the existing Lifetime Points. And the Lifetime Points will be retroactive back to when GTA's became a National Series. Lanz seconded it. Motion carried. It will be sent to the Rules Committee before putting it out for member comment again.

The timeline schedule for rules changes should be posted to the SCCA Forum as such:

Member Comment and Submissions: January – April 15.

Rules Committee draft: April 15 to May 15.

Submission to SCCA Board of Directors: July 31.

Discussion: Article 8 was posted to the Forum by Wakemen. After reading all the forum comments and Johnson analyzed 2007-2009 rally winners/competing against each other tally results, all members came to the conclusion that we need to table this for one year. We need to gather more information and listen to more comments at this year's regional and national rallies, at the USRRC and at the Convention. The USRRC Town Hall Meeting reaches the National competitors and the SCCA Convention reaches the Regional rally heads. English made the motion to table the proposed changes to Article 8 until further future information is gathered. Lanz seconded it. All were in favor and it passed.

Here are some of the complaints that the RRB has gotten in the past few years that this attempts to address

- why are there X people tied winning Y category?
- no one runs against anyone else.
- I can't afford to fly all over the country to compete.
- Why do only X number of people run the USRRC?
- How can you have a championship with no competition in certain classes?
- How can we get the regional rallyists to compete on the national level?
- how do we get new people excited about our sport?
- why doesn't the rally program have sponsorship?
- How come the rally program loses so much money? (see sponsorship question above)
- etc.

This is not change for the sake of change. The RoadRally program is stagnant. There is a serious and immediate need to bring more people in. The current championship format brought the program from shrinking to stagnant. If there is a way to bring in new rally organizers and competitors then let's hear it. There is only so much goodwill in the club to keep our money losing program going. If we could bring in new members, by converting weekend memberships, or flat out getting new annual memberships then we can survive. If not the whole national program may be ended. I don't know what that would do to the regional programs where the program is a benefit. Most of the regional programs earn a little extra for the regions, but it isn't a ton of money.

Simply if we can bring in more members or more dollars then we can argue that we should be continuing. Look at the percentages, the club as a whole is Solo and Club Racing. Everything else needs to justify it's existence every once in a while. Especially when our premier event has 30 competitors (15 teams).

New Business – Johnson suggested for the next meeting a discussion on the Scheduling of Nationals events, where Nationals are on top of each other... do we need to look at spacing them out more during the year?

Action items – 2011 Rule Change to the Rules Committee.

Next meeting

Monday, May 24, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:10 m CST. (Lanz/English)

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | April 12, 2010

The RallyCross Board (RXB) met via conference call April 12. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance were Philip Creighton, Board of Directors liaison, and Howard Duncan and Pego Mack from the National Office.

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

Chairman Ricker called the meeting to order at 8:20pm CDT.

Minutes from the March 8, 2010 RXB meeting were approved. (Utecht/Ricker)

Committee Reports

1. RallyCross Safety Committee (Tom Nelson):
 - a. Safety Steward Training: New program improvements will use the Solo training for the classroom session and a RallyCross specific manual. The Solo training is good for dealing with spectators, but there are obvious course differences that necessitate a RallyCross-specific manual.
 - b. A question was brought up about licensing of Safety Stewards and, more specifically, about the removal of those Safety Stewards who are not doing a good job. Pego Mack said the Divisional Stewards make such decisions. She also used RoadRally as an example of putting underperforming Safety Stewards on probation.
 - c. Mark Utecht warned of the danger of a berm as contributing to rollovers even when the berm material is soft. Berms should be removed from the course regardless of the softness of the material.
2. RallyCross Rules Committee (Mark Utecht):
 - a. Mark Utecht reported that the member comment period is drawing to a close. He reported that some member comments have been emailed directly to the RXB that he will post to the forums.
 - b. Jon Olschewski has submitted his resignation from the Rules Committee because of his job responsibilities in Afghanistan. This necessitates the search for a new Rules Committee member. Pego Mack suggested asking the Divisional Stewards for suggestions.
 - c. Pego Mack suggested the RXB implement waiver verbiage in the RallyCross Rules that would remove a competitor from competition if the event waiver were not signed (as suggested to her by the Solo Safety Committee). Although not a risk management requirement, she feels it would be a good idea. Mark Utecht will present the idea to the Rules Committee.

Pending Business

1. Annual RallyCross Award: Brent Blakely is continuing to research the history of RallyCross. The name of Mike Haley was suggested as a possible name for the award.
2. New RXB member request: Since the last RXB meeting, three résumés for a position on the RXB have been received. Of those three, the RXB has requested a teleconference interview with Warren Elliott. This interview is planned for the beginning of the April 29 meeting.

New Business

1. Howard Duncan took some time to address the RXB concerning the following staffing changes at the SCCA national office and other items. 1) Technical Services has now merged into one department servicing RallyCross, RoadRally, Solo, and Club Racing combined, with Doug Gill as General Manager. 2) Pego Mack has now relocated to Connecticut and is an independent contractor for the SCCA. She no longer does Regional sanctioning (Deena Rowland) and will be focusing on program growth and development. She will be seeking sponsors for the National events and would like any references be sent to her. 3) In a recent Board of Directors meeting, the concept was introduced of providing a development fund for RallyCross. The Board of Directors has requested a letter from the RXB outlining the areas of greatest need and possible uses of such a fund.
2. Mark Utecht pointed out that the date for the RallyCross National Championship is in conflict with the Ojibwe Forest Rally. It appears Rally America has changed the date. The concern is that overlapping schedules may force some competitors to choose between the two events. Pego Mack will contact Rally America about the conflict.
3. With the Eastern States RallyCross Championship approaching at the Detroit Region's Adrian site, the question was raised of whether the site's past safety issues have been addressed. Pego Mack said the organizers have promised her that the

jumps have been removed. It was emphasized that there are other hazards at the site that should also be watched.

4. Pego Mack wants an e-blast implemented for RallyCross, which is similar to the format used by *The InsideLine*, and suggested the RXB find someone with the technical skills to implement it. Mark Utecht suggested Mike Byington. Bob Ricker said he also knows someone who might be able to do it. He will contact both.
5. In an effort to better understand the RallyCross market and how cars should be classed, it has been suggested that the RXB appoint a points keeper to compile all regional RallyCross results, including car details, classing, and times. It should be someone with a mathematical and statistical understanding so as to provide more statistically relevant numbers. This item was tabled until next month's meeting.
6. Phil Creighton from the Board of Directors offered his feelings that RallyCross will be a sport for the youth and that the RXB should keep that in mind as they plan for the future.

The meeting was adjourned at 10:16pm CDT (Utecht/Ricker).

Next meeting: April 29, 2010

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>
Forms: <http://www.scca.com/contentpage.aspx?content=45>
Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>
Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>
Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>
General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

RALLY

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

SCCA NATIONAL CONVENTION

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

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

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | May 14-16, 2010

The Sports Car Club of America Board of Directors met May 14-16 at the Residence Inn Airport in Kansas City, Mo. Board Members present were: Todd Butler, Philip Creighton, R J Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Dick Patullo, John Sheridan, Jerry Wannarka. SCCA Staff members present were: Jeff Dahnert- President, Colan Arnold – VP Membership and Region Services, Howard Duncan- VP Competition Programs Development, Rick Ehret- VP Finance, Terry Ozment-VP Club Racing, Eric Prill-VP Marketing and Communications, Pete Lyon – Risk Management, Aimee Thoennes- Executive Asst.

Motion: Approval of Minutes from Conf call - Sheridan/Lybarger. Approved all.

Presidents Report - Jeff Dahnert

Web site "What can I do with my car?" 90-100 hits/day

Attended SRF 25th in Atlanta and Regional at Laguna Seca

Financially doing well, ahead of budget, membership ahead of budget

Met w/ Haymarket regarding website and SportsCar about concerns. Publisher was receptive to change and will come back to SCCA with ideas for both the publication and the web site.

Meeting with Mazda, very positive in maintaining relationship.

Ryan Miles hired to replace Kevin Yaghoubi's departure in Technical Services

Finance Report - Rick Ehret

Revenues above budget projection.

Expenses 2% below budget and in line with budget and with acceptable (and understandable) variance.

Investment policy requires quarterly report on investment strategy. Presented in BoD agenda. Investments up for first quarter.

Lewis brought up discussion about possible need to re-think investment accounts and change the investment mix. Ehret explained that some of the accounts with lower returns were very solid fixed income accounts. Lewis asked for BoD input to look at investment accounts and how similar organizations are handling investments.

Pro Racing off to good start with exception of newly transitioned TA and WC, both working on sponsorships.

Enterprises down thru first quarter due to sales decrease.

Foundation raised significant funds at Las Vegas convention.

Club Racing Insurance, rate per car set at \$29.50 up from \$28/car in 09. At current rate, recovery to Club Racing will be ~\$25K short. No increase for 2010 anticipated. Other variance is Sanction fees, mostly in Solo, some weather related.

Auditors (Mize, Houser and Company) presented review of books from April 2010 audit. Financial Statement and Auditors report on 2009. Financial audit on income/revenue. Audit does get published in SportsCar. Noted no changes in accounting policies from prior year. No adjusted journal entries, consistent with prior years. No disagreements with management noted, no significant adjustments or recommendations to management.

This was a consolidated audit report. Includes Inc, Pro, Enterprises. Did not include Foundation due to asset level. Club in better financial shape in 09 than 08, increase in net assets, slight revenue decline managed by tight control on expenses.

Motion: Accept audit report - Lewis/Creighton. Approved All.

Finance Committee - Lewis: No formal report. Focus is on allocations and breakdown inside allocations. See above notes on investment strategy.

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Discussion on Pro: Looking closely at how Pro results are presented. Two ways to look at it. What would Pro look like if it was independent, impact on Inc, and what is impact of Pro on Inc under current arrangements. B&F committee will be looking deeper into this.

Working on member interest and allocations, how do we get accurate counts of member interest? Current membership "check boxes" is not accurate enough to make sure we are allocating resources based on member interest.

Risk Management Report: Pete Lyon

SFI/Impact has pretty much worked out as far as SCCA is concerned. Good coordination between various sanctioning bodies and good reactions and event handling by officials at events. Good proactive response by Club Racing to handle this and Legal Dept to keep BoD informed of actions.

Recommendation to Inc. to not revise bylaws or to re-incorporate SCCA Inc. from Connecticut to Kansas at this time. Leave as is for now. Lyon will prepare a report to BoD on bylaws and reporting structure with subsidiaries.

Several cease and desist letters to companies infringing on SCCA trademarks

General insurance loss claim ratios presented, separate document. Very high Solo losses in 04/05, those events have now rolled off and loss ratios now acceptable.

Gordy: Are the small claims (green cards handed out at events) appreciable? Response from Lyon, not significant compared to major loss liabilities.

Marketing and Communications: Eric Prill

Staff challenges replacing departed personnel and then (non-work) accident with one other employee resulting in medical down time. Worked closely with World Challenge Vision to launch WC season.

Contingencies up above budget, Club racing got contingencies from Honda for National and Regional racing. Honda has announced a National contingency program, retroactive to start of 2010. SafeRacer is a two year deal, it has generated interest from other potential sponsors that are being pursued.

Presenting sponsor signed by Road America for Runoffs will be announced shortly.

Met with Haymarket to discuss website re-design. Idea would be to have a two-front web site, one that focuses on non-members (marketing focus) and easy to get to member-oriented web site. Additional discussions scheduled in June with Haymarket in Topeka.

Sponsors, SCCA can/will have official products, but this will not lock out other sponsors from participating.

Understanding that SCCA needs to get more proactive in social media (eg. Facebook, Twitter). Staff is discussing more active participation and developing a strategy to handle.

Rally/Solo and Foundation: Howard Duncan

General: Formula SAE event underway this weekend. Discussions underway about FSAE and greater SCCA involvement.

Rally: No action items from either Rally program boards. Regional Rally event participants appears to be off ~10%. Separate reports from RRB and RXB liaison. National staff and Rally working to assist contact points for site procurement. Pego Mack will fill the new Rally Development Manager field staff position as the formal Rally Manager position has been eliminated providing a cost savings. Basic admin functions shifted to other staff and rules (car prep) will shift to Tech Services.

Solo: No action items from SEB. Regional Solo event participation running about 20% below last year. However, first Solo National events have been a big success. Investments made in equipment for have paid off in first two events this year for ProSolo. Plans to use more social media in Pro and National Solo.

9/7-9/10/2010 Solo National Finals in Lincoln NB

Foundation: New Foundation BoD first conf call completed. Foundation BoD will select candidate for FBoD and bring to Inc BoD for approval.

Membership and Region Development: Colan Arnold

Member Services: Late March, started telemarketing program to contact non-renewing members. To date >400 paid

renewals and >200 "bill me" renewals. Arnold feeds telemarketing firm names of lapsed members. Starting with 6 month lapsed then will ratchet down.

CRB has agreed in principal that multi-year comp license makes sense. System changes required to implement and rules changes. Will include multi-year membership as well.

What can I do with my car? On SCCA.Com website, about 40-50% of viewers are clicking thru to find Regional contacts.

Net growth of members (exclusive of telemarketing effort) is positive.

Participant data collection: what are our members interested in, what are our members doing and what cars are they doing it in? Info collection from registration, results and attendance.

Working with NA of T&S to standardize results that go to Topeka. Possibly pull from MyLaps. Attendance could come from scanners, but implementation would have to vary per region.

Common registration system would ease information retrieval, quality and entry. Do not want to dictate common system, however, will require certain information and format from Regions. Recognizing issues with current Avector system, looked at current registration systems that are in use across SCCA today. Recommending use of a single provider to provide a single national registration system for 2011 that will be a voluntary system for the Regions. Regions can use different system as long as data and format required by National Office is provided. Registration data will be correlated with T&S results data. Benefit for drivers is national points and ability to renew license on line without having to list participation manually. Benefits to Regions will include membership validation online. Discussed importance of communication plan to Regions.

Proposing three items for Charter renewal requirements: Financial statements for Regions for previous year, (note if regions have >\$25K in revenue they have to file Form 990 with IRS anyway as C4 corp) Region activities (12 activities/year...this can include meetings) and minimum Region membership requirement of 25 members. Discussion around communicating this proposal to the REs for feedback. Real concern is inactive Regions holding territory and using charter renewal info as early warning for "sick" regions. BoD is taking this under consideration.

Membership drive going well, and referrals. Cal Club members leading under referral program. Positive feedback on Family membership renewal fee reduction.

Club Racing Report - Terry Ozment:

Club Racing has been providing data to BoD Planning Committee.

AS report in BoD agenda briefing, high number of changes accepted and documented in report with how things will be accommodated at 2010 Runoffs. There are a number of overall changes to improve things, not just to accommodate AS issues.

SM compliance program: there has been input to the effect that people want to re-instate some degree of compliance programs. CRB has also received similar input. More discussion required. Possible use of Runoffs as training ground for compliance checking.

15 year old drivers, 10 of them now in the program. CRB will propose some mods to program based on program feedback and also working on consistency for how to treat 15 year-olds compared to other minors.

Stewards now publishing an e-newsletter: Stewards Notes, this is available to all members at scca.com.

CRB provided update on Fit engine in Formula F.

CRB Rule change. Proposed safety change, outside of rules change season: Allows replacement of stock brake lines on Showroom Stock with DOT approved steel braided hoses.

Motion: Allow replacement of stock brake lines on Showroom Stock with DOT approved steel braided hoses. Merideth/ Sheridan - Approved. All

Old Business: None

New Business:

Enterprises BoD Appointment

Question on length of appointment of Subsidiary BoD members, Inc BoD can and does review annually.

Motion: For SCCA BoD to approve appointment of Gary Pitts (resume circulated) to Enterprises BoD. Enterprises BoD would then be Andy Porterfield, Chris Funk, Gary Pitts. Jones/Gordy - Motion Approved
Yes: Gordy, Merideth, Langlotz, Kephart, Lybarger, Jones, Noble, Wannarka, Patullo, Lewis, Butler, Sheridan.
No: Creighton

Combined National/Regional Event

Discussion: Want to combine Regional and National on track in same sessions, for Practice, Qual and Racing. Need specific exceptions to GCR to allow this request (waiver to GCR language about separate Reg/Nat Qual and Race). Club Racing concern: Sessions must meet National event specs.

Motion: to accept as presented in BoD agenda allowing concurrent Regional and National event. Specifically waiver for Colorado (Sept 4-5) and Utah (Aug 14-15), two events max, as pilot with caveat that sessions must meet National racing time specs. Club Racing to specify GCR sections that require waiver. Kephart/Langlotz - Approved All

Pilot Program for combining Regional and National Events *GCR Waiver needed for 3.1.1.B.4.*

Rationale for approval from BOD.

The BOD was approached by the leadership of Colorado Region for a waiver for Colorado and Utah Regions to each hold one-time trial events that combine a Regional and National event in a manner that allows event sessions and groupings to include both Regional and National drivers and classes. If successful, the experience gained from these trial events may result in a formal request to the CRB for rules changes to support giving our regions this flexibility going forward. The BOD applauds the creativity of Colorado Region in presenting a well thought out recommendation and believes these pilot events will provide important data for our regions and our events going forward.

Open Meetings Question:

Per BoD Operating handbook, any attendees other than Staff or BoD must have approval of BoD chairman.

Liaison Reports:

Discussion about BoD meeting with Program boards and what is the best timing to do so. Considerations are both timing and finance and recognition that except for SCCA staff, everybody is a volunteer. There are Pros/Cons for meeting at National convention as well as separate times in other locations. The BoD Chair/Vice Chair will collect ideas and input about how best to approach this in the future.

SEB - Patullo/Lybarger: Reported that SEB is splitting time between tech clarification in the rule book and strategic planning.

CRB - Merideth/Sheridan: CRB busy in first four months. Summary of tech and rules changes given in separate handout. In progress: continued monitoring of FIT engine, new FV intake manifold, Spec Miata ECUs, and harness life study. CRB request on Showroom Stock brake lines approved elsewhere in BoD minutes.

Club Racing re-issued rules/guidelines for dealing with other comp licenses, as a result of some issues that came up in a regional event recently. Liaison to request CRB to address accepting other competition licenses so these do not need to be called out separately in event supps. Accepting other comp licenses should be the default vs current requirement specifically requiring listing acceptable licenses from other organizations. Issue of accepting these other licenses as mandatory or not by Regions at events is a separate question.

TTAC - Merideth/Butler: TTAC working with CRB, Stewards, NA to document ways for TT experience to count towards licensing for Comp license. Other issues working on how to provide/rent transponders and get supportable infrastructure and knowledge of how to provide rental transponders out to the Regions.

RRB - Lewis/Butler: Working tactical schedule issue and schedule collisions between Regions. Also pushing hard through Regions and contacts on idea to make the USRRC the championship rally.

RXB - Creighton/Kephart: Conference call issues (timing, notice) . Hard at work on programs.

Stewards - Gordy: Very positive on Chair of Stewards, David Nokes. Emphasis on cultural change, customer service taken to heart by Stewards. New formatting on forms used by Stewards, some refinement underway. Working on consistency across Club (eg penalties), but still allowing Regional latitude. Gearing up for Runoffs.

Pro - Gordy: Liaison position to Pro new, given that Inc had BoD members on Pro BoD. Pro pursuing TA, MX-5 (as examples) and administrating/running racing series. We can provide the expertise to run events/series. Pro working hard to make standalone Pro weekends work.

COA - Jones/Langlotz: Operating well together. Respectfully handling members/stewards in cases. COA chair sitting in on Exec Steward conferences.

Foundation - Lybarger Mostly covered by Howard Duncan.

RE/Operations - Langlotz Region calls, Jumbo and mid-size conf calls to work common issues.

Planning Committee: Report Out on National Racing Program, Club Technical Services, Customer Service training, Membership Communications, ProSolo, SCCA marketing and Communications, SCCA ladder system/framework. Planning committee held multiple meetings to work on these ideas with Staff.

National Racing:

Open and spirited discussion by Planning Committee members presenting ideas and concepts to rest of BoD covering Runoffs, Divisional Championships, Tow Funds, Supersweep. Ideas presented, some more conceptual, some more detailed. This is expected to be 18-24 month process with some more immediate (eg 2011 Runoffs ideas). Discussion on how best to get feedback from competitors, staff, and members and best timing to get feedback and make any changes necessary. Consensus that BoD members will discuss ideas and concepts presented back in Divisions.

Club Technical Services:

Recognition that technical expertise is a core competency of SCCA. Recommendation is that we need to elevate this to a senior position, a Technical Services Department VP. This position would coordinate the manufacturer/partner relationship to help consolidate SCCA input to manufacturers. Requires close liaison with CRB and Program Boards. BoD supported this concept and proposed use of resources. Staff will develop a proposed budget and action plan for BoD approval as necessary.

Customer Service Training:

How do we consistently treat the customers, the participants and workers, fairly, and with a customer service (friendly) attitude? How do we handle the difficult customer and still leave a good impression of the organization? Discussion that customer service needs to be thru Stewards organization and via the Specialties. Recognition that sometimes we are both, drivers are customers, workers can be customers and service providers. Training and awareness needs to be a long term and consistent effort. Recommendation that Staff develop, acquire and assist in dissemination of customer service training and awareness program.

Membership Communication:

Current methods are costly and need to be improved. Staff is working to determine alternative communication strategies moving forward with SportsCar and Web presence. Discussions are underway with Haymarket (current publisher) to examine options consistent with contractual obligation, enhanced user friendliness and cost effectiveness. BoD asks that proposed changes be presented in 2010.

Pro Solo :

Staff asked what could be done to enhance SCCA Solo program. Pro Solo is unique in the product offering. Pro Solo offers mirror image solo courses with cars starting from a drag race-style "Christmas Tree". Primary objective is to develop and sustain a marketable and commercially viable National Solo program. Planning Committee recommends supporting this direction, BoD consensus to pursue this direction.

SCCA Marketing Proposal:

Planning Committee recommends that the SCCA Marketing and Communications Department provide more emphasis on SCCA Club activities. In order to accomplish this, the Department will have to reduce its support for Pro Racing or increase the size of the Department. The BoD has requested that this issue be discussed with Pro Racing and a plan be developed to resolve this issue.

SCCA Ladder System:

Currently SCCA tries to offer something for everyone. Low cost to high cost, street cars to full race prep. Planning Committee will take this and work on it over next 18-24 months.

Review of Strategic Plan:

Objectives:

1. Positive Membership Experience
2. Promote Growth and Activation
3. Position SCCA as a leader in the Automotive Industry and Enthusiast Marketplace
4. Improve Operational excellence and consistency
5. Financial Stability

BoD and staff broke into 5 teams, reviewed last version (Dec 08) of Strategic Plan to update relevant sections as input for 2011. Individual teams then reported out and good discussions resulted. Detailed presentation will be compiled by Staff and presented at 2011 Convention.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 1, 2010

The Club Racing Board met by teleconference on June 1, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Lisa Noble and Jerry Wannarka, guest directors; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-07, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments via the form at <http://www.crbscca.com/>

FORMULA

FC/FF

1. #1121 (Robert Wright) Allow aluminum calipers in FC

[Although Mr. Wright's request was only for FC, the CRB has chosen to extend it to FF to continue to keep the rules of the two classes the same where possible.]

Replace 9.1.1.B.6 with:

"Unrestricted, except:

a. Maximum of 4 pistons allowed per caliper. All pistons in a given caliper must be of the same size. Calipers must be ferrous or aluminum alloy.

b. Brake rotors are restricted to ferrous material."

Replace the first paragraph of 9.1.1.D.10 with:

"Unrestricted, except:

a. Maximum of 4 pistons allowed per caliper. All pistons in a given caliper must be of the same size. Calipers must be ferrous or aluminum alloy.

b. Brake rotors are restricted to ferrous material."

FV

1. #904 (Gary Kittell) FV Manifold change request

In 9.1.1.C.20, make the changes shown below (20.c, d, and e are unchanged). [If this recommended rule change is approved, the CRB expects there will be no future changes to the intake manifold rules.]

"20. US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.

See Figures 1 and 2 at the end of this subsection for application of certain measurements specified herein.

- a. Down Tube: The *O.D. of the* down tube shall be measured at two different locations within an area between 0.500" and 2.00" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube, and averaged.

The Averaged O.D. of the down tube dimensions shall not exceed 1.140 inches ~~in O.D.~~ Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.

- b. Horizontal tube: The *O.D. of the* horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500" from the center of the down tube connection. Each measurement will be taken four (4) times, rotating around the circumference of the tube, and averaged. ~~The Averaged O.D. of the~~ horizontal tube dimensions shall not exceed 0.994 inches ~~O.D. In addition, the maximum O.D. of the manifold measured where the tube inserts into the two head flanges, and just above any repair material that has been added, is 1.050 inches.~~ Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

The tubes making up the manifold must also meet the following requirements:

1. The minimum bend-to-bend distance is 17.75 inches (Bend-to-bend distance is the distance between points along the horizontal tube where the .994 inch OD, as described above, is first exceeded.)
2. The maximum OD within the bends and extending to within 0.250 inch of the head flanges is 1.070 inches.
3. The maximum carburetor flange height is 9.25 inches (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange).
4. The maximum deviation from straight along the 17.75 inch bend-to-bend section of the horizontal tube is 0.25 inches."

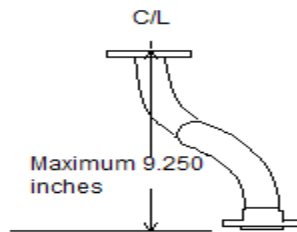


Figure 2

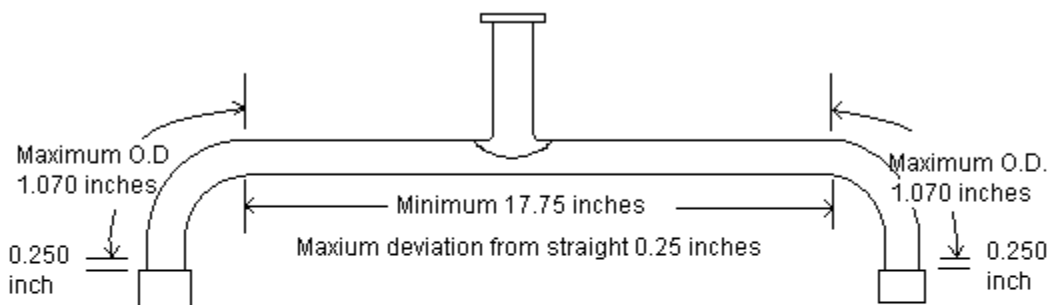


Figure 1

F500

1. #1297 (H. Cory McLeod) Update F500 thermostat rule
Modify 9.1.1.E.14, fifth paragraph by striking the word "thermostat".

Modify 9.1.1.E.14.D as follows: "Any thermostat may be used. *The thermostat may be modified in any manner, replaced with a "restrictor" of any similar shape/design to regulate coolant flow, or removed entirely.*"

Modify 9.1.1.E.14.G as follows: "Rotax 494 and 493 engines: Any Rotax 494 or 493 respectively, model thermostat housing or water outlet elbow may be used. The water bypass may be blocked. *Either upper or lower cylinder head water outlet may be blocked in any safe manner to facilitate use of a single water outlet.*"

2. #1791 (Jay Novak and others) Alternate engine proposal for F500
The CRB has received a proposal to allow 600cc motorcycle engines as alternates to the currently approved engines in F500. The rules changes below would be used to implement this proposal.

In 9.1.1.E.1, add to the end of the first sentence: “, *or motorcycle engines*”

In 9.1.1.E.14, modify the first sentence as follows:

“Except as allowed in 9.1.9.E.15, Engines shall be two-cylinder, two-cycle, water-cooled in stock configuration as listed below.”

In 9.1.1.E, add a new subsection 15 as follows and renumber succeeding subsections.

“E.15. Motorcycle Engines

- A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.*
- B. The existing F500 Rotax 493 and 494 two stroke engines shall be the competitive benchmarks for F500. To that end, the power of all motorcycle engines allowed in F500 shall be controlled by the placement of a defined restrictor between each cylinder throttle body and its corresponding inlet port. This restrictor shall be made of .250 inch thick aluminum plate and shall have a maximum inside diameter of [TBD] mm. The inlet side of each restrictor may have a maximum radius of 0.125 inch. All air entering the intake ports of the engine must pass through the required intake restrictor. The CRB may require adjustments to the maximum diameter of the restrictor at any time by publication in FasTrack*
- C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless specifically authorized in these rules.*
- D. The stock ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.*
- E. Turbochargers and superchargers are prohibited.*
- F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.*
- G. The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.*
- H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems is allowed.*
- I. Oil coolers are unrestricted.*
- J. The cooling system is unrestricted. Radiators and associated ductwork shall comply with the existing F500 bodywork rules.*
- K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is allowed. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.*
- L. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.*
- M. Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.*
- N. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.”*

In 9.1.1.E.6, label the existing paragraph as subsection A: “***A. Two-cycle engines***” and add a new subsection B as follows:

“B. Four-cycle engines

- 1. Only rear wheel drive is permitted.*
- 2. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.*

3. *Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.*
4. *All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are allowed. This may include cables, rods, or other mechanical linkage systems. Any other assisted shifting mechanisms are specifically not allowed. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.*
5. *The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.*
6. *The use of jackshafts to transmit power from the output shaft to the rear axle is allowed.*
7. *Final drive chain tensioners are allowed."*

In 9.1.1.E.2, modify the first sentence as follows:

"E.2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 lbs. for AMW and Rotax 494 engines, 825 lbs. for Rotax 493, *875 lbs for four cycle 600cc motorcycle engines*)."

In 9.1.1.E.18.B, modify the sentence as follows: "*Two-cycle engine* Gcars shall not be started with the rear wheels on the ground unless a driver is on board."

PRODUCTION

1. #1601 (CRB) Rule for roof lightening
In 9.1.5.E.9.a.2, change the last sentence from "~~Closed cars must not remove stock material above a horizontal line placed at the lowest point of the driver's door window opening.~~" to "*Replacement components of an alternate material may not extend into the roof structure of a closed car above a horizontal line placed at the lowest point of the driver's door window opening.*"

AMERICAN SEDAN

1. #799/#867 (John Blanchard/Jeff Werth) Transmission replacement for the aging T-10
Replace 9.1.6.D.3. k, l and m (and renumber succeeding subsections) with: "*Any H-Pattern 4 or 5 Speed transmission is permitted with the gear ratios listed on the vehicle spec line, helical cut forward gears with a minimum angle of 15 degrees, and no dog rings.*"
2. #1188 (CRB) Remove AS roll cage restrictions
[The proposed changes are to allow safer cages for AS cars that are now achieving horsepower and speeds that were not envisioned in the original class specifications.]
In 9.4.D, delete "~~American Sedan~~".

In 9.4.E.1, delete "~~AMERICAN SEDAN~~".

In 9.4.E.3.a, delete "~~American Sedan~~".

Add a new subsection to 9.1.6.D.8:

"n. The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed."

SPORTS RACING

S2

1. #1790 (Matthew DiRenzo) Alternate engine proposal for Sports 2000
The CRB has received a proposal to allow the Mazda MZR 2 liter engine as an alternate to the currently approved Ford Pinto in Sports 2000. The rules changes below would be used to implement this proposal.

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

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

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

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

B.6. Engine (Mazda MZR)

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

- a. *All surfaces on the head, block, connecting rods, pistons, and crankshaft must remain as manufactured by Mazda and may not be altered in any way. The original casting marks and cast surfaces must remain as-cast and also meet all of the Mazda design values and tolerances stated in the Mazda factory manual or delineated in these specifications. The block may not be decked. The minimum block deck height is [TBD]. Only Mazda MZR engine blocks with serial numbers LFE2-10-300E ('05-'08) or LF9G-10-300 ('09) are permitted. The maximum compression ratio is 10.8:1, the required standard bore is from 3.445 inches to 3.447 inches, and the required stroke is 3.272 inches. The maximum bore dimension of 3.447 inches is intended to allow for cylinder wear only. It is not permitted to machine to this dimension. The bore measurement will be taken 0.250 inches below the block deck where the bore is untouched by the piston ring.*
- b. *Pistons, crankshaft, and connecting rods may be replaced only with standard, original Mazda production parts. The crankshaft may be ground or polished for the purpose of installing oversized main or connecting rod bearings in accordance with the Mazda factory manual [factory dimensions to be added]. The connecting rods may not be bored or re-manufactured in any way. Replacement main bearings must be standard Mazda or Cosworth KK3481. Replacement connecting rod bearings must be standard Mazda or Cosworth KK3483.*
- c. *Only original Mazda replacement piston rings may be used. The ring end gaps may not be altered and must remain as manufactured by Mazda. All of the rings must be installed, including the complete oil scraper assembly. The piston bore may be honed solely to allow piston ring seating. The first and second compression rings must be installed in the positions designated by Mazda.*
- d. *The cylinder head may not be ported, polished, or machined. The minimum head height is [TBD]. A standard three-angle "production" valve job is required, and the only allowed angles are those defined in the Mazda factory manual. The intake valve seat angles must be 35°, 45°, and 70°; the 45° seat must be a minimum 0.048 inches wide. The exhaust valve seat angles must be 30°, 45°, and 65°; the 45° seat must be a minimum of 0.048 inches wide. The camshafts, valves, springs, retainers, and shim/bucket combinations must be original Mazda parts and not modified in any way. The camshafts must remain as ground by Mazda; no polishing is permitted. Valve seats may not be replaced. Only the Mazda L3G2-10-271A ('05-'08) or LF9G-10-090a ('09) cylinder heads are allowed. Only the Mazda L3E3-12-420 intake and L309-12-441A exhaust camshafts are allowed. The original, unmodified Mazda camshaft sprockets and crankshaft timing pulley must be used. Camshaft timing must remain stock and must be set per the procedure outlined in the Mazda factory manual. Intake camshaft is [TBD] ATDC and [TBD] BTDC. Exhaust camshaft is [TBD] ATDC and [TBD] BTDC. Modifications to the variable valve timing mechanisms are prohibited.*
- e. *Flywheel: The minimum weight is 8 pounds. Any weight removed from the flywheel must come from the clutch plate surface. Only the Mazda LFG2-11-500 ('05-'08), Mazda LF9G-11-500 ('09), Quartermaster 505307, or Cosworth 20001019 flywheels may be used.*
- f. *Any dual plate 5.5 inch or single plate 7.25 inch diameter, non-carbon fiber clutch is permitted, provided no modification is made to the flywheel other than changing the clutch's points of attachment to the flywheel. The original, unmodified Mazda clutch assembly may be used.*
- g. *The Life Racing F42 ECU and engine wiring harness must be used; the current specification map is required. Failure to use the current map will result in an automatic penalty of 1 year suspension from SCCA Club Racing. The map is available on the SCCA web site. Ignition coils must be standard Mazda. Spark plugs are unrestricted.*
- h. *The Jenvey SCCA-S2 intake kit including intake manifold, o-rings, throttle bodies, throttle position sensor, air horns, and fuel rail must be used with no modifications of any kind. Fuel injectors must be Bosch 0 280 155 868. The provided, continuous o-rings must be fitted to each intake runner groove between the intake manifold and cylinder head to ensure that no air bypasses the o-ring seal. Intake air filters are unrestricted.*

- i. *Intake restrictor: [TBD] diameter restrictor plate per intake port. The restrictor plates may be obtained from Quicksilver RacEngines or Elite Engines.*
- j. *The exhaust system manifold tubing inside dimension must be 1.625 inches, and the manifold tubes must be a minimum of 24 inches in length, terminating into a single exhaust pipe through a 4-into-1 collector. The collector angles must be 15 degrees (30 degree included angle), with an exit diameter of 2.250 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4-into-2-into-1 exhaust collectors and reduced diameter venturi sections are prohibited.*
- k. *Engines will be mounted and aligned fore and aft in the chassis.*
- l. *The addition of material by any means to any component is prohibited.*
- m. *Non-standard cam / valve covers are permitted provided they in no way improve the performance of the engine.*
- n. *Three-stage dry sumps having no more than two scavenge stages are permitted. Localized machining of the engine block is permitted to allow fitment of the oil pump. An engine block breather cover may be fitted. The lubrication system is otherwise unrestricted.*
- o. *Oil coolers are unrestricted.*
- p. *A liquid cooling system is required; radiators and water pumps are unrestricted. The cylinder head water outlet housing may be modified or replaced to facilitate the routing of coolant lines.*
- q. *Fuel pumps are unrestricted.*
- r. *Gaskets and seals are unrestricted, except cylinder head gasket, Mazda part L3G2-10-271A must be used.*
- s. *Pump, fan, and generator drive pulleys are unrestricted.*
- t. *Generators are unrestricted.*
- u. *The use of non-standard replacement fasteners (nuts, bolts, screws, studs, and washers) which are not connected with or do not support the intake manifold or any moving parts of the engine are permitted.*

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

B. ~~44~~**12.** Transmission

- a. The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than ~~four~~ **five** forward gears. The ratios are unrestricted.
- d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and ~~lock~~ **locking / locked** differentials are prohibited. Excessive shimming of the differential is prohibited.
- e. The use of automatic ~~and/or sequentially shifted~~ **shifting** gearboxes is prohibited. **Sequentially shifted gearboxes are permitted with a 25 lb. weight penalty.**
- f. Electronically **ly** assisted gear change mechanisms and electronically controlled differentials are prohibited.

In 9.1.9.B.14, modify as follows:

B. ~~44~~**15.** Weight

1310 lbs., minimum, Pinto w/iron cylinder head & standard camshaft.
 1335 lbs., minimum, Pinto with Fast Forward aluminum cylinder head and standard camshaft.
 1335 lbs., minimum, Pinto with iron cylinder head and FC2000 ~~alternate~~ camshaft.
1335 lbs., minimum, Mazda MZR.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

GT1

The CRB asks members to comment on the desirability of an across the board 3% decrease in the weight of all GT1 cars for the purpose of increasing component reliability.

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. #1350 (Tom Lamb) H&NR Requirements based on Performance
Thank you for your input. When the requirement for head and neck restraints were considered, it was decided to rely upon industry standards.
2. #1376 (Marcus Merideth) Optional licenses allowance
At the organizer's discretion, the entire list of optional licenses may be included by reference to GCR 3.1.5.C in the Supplemental Regulations. As an alternative, the organizer may identify particular licenses to include or exclude. The rule is written this way because the basic SCCA Regional race expects competitors to have SCCA licenses. Including licenses from other sanctioning bodies is the exception not the rule.
3. #1398 (Mike Ogren) Allow roll cage mounting plate crush box
Thank you for your input. The current requirements are adequate as written.
4. #1410 (Jim Rueff) GCR 3.5.5
The current language is sufficient and necessary to allow appropriate changes to be made. The CRB views this as a training issue and will refer it to the Executive Stewards for review with the stewards in their division.

GRAND TOURING

GTL

1. #1290 (Jesse Prather) Increase the size of the SIR for the rotary powered cars
More on-track performance at additional tracks is needed. Adjustments will be considered as part of the overall reexamination of GTL in progress for 2011.

IMPROVED TOURING

ITB

1. #770 (David Russell) Weight reduction for 1975 Volvo 240
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
2. #771 (David Russell) Reduce weight of the 1976-1982 Volvo 240 2.1L
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
3. #1185/#1191/#1192/#1221/#1525 (Jack Banha/Paul Curran/James Thomas/Jonathan Stocum/Charles Broring) Reduce weight on Volvo 142
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
4. #1186 (Charles Callis) Reduce the weight of the Volvo 140 by 100 lbs.
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.

ITR

1. #930 (Ben Phillips) Porsche 968 weight reduction
Weight assigned is consistent with other cars in the class.

ITS

1. #1226 (Paul Ethier) Reclassify Integra GSR to ITA
This car is classed appropriately in ITS.

PRODUCTION

HP

1. #1027 (Dan Collishaw) Reduce the weight of the 948 Spridgets by 50lbs.
The 948 Spridget and the Lotus 7 are different cases because of body and aero differences. We have made other changes to H Production and wish to monitor the class throughout the year.

AMERICAN SEDAN

1. #1352 (Bill Medcalf) Require AS to use Restrictors at the Runoffs
While this is an interesting suggestion, all AS cars use a spec intake manifold and spec carburetor. Requiring restrictors would add a significant expense to build and tune separate engines for the Runoffs.

IMPROVED TOURING

1. #1231 (Ian Stewart) Allow oil coolers
Not within class philosophy.
2. #1232 (Ian Stewart) Allow open radiators
Not within class philosophy.
3. #1233 (Ian Stewart) Oil pan baffles
Not within class philosophy.

SSC

1. #1305 (Peter Schwartzott) 02-03 Civic Si competition weight 200 pounds heavy
Removal of suggested items not within class philosophy.

TOURING

T1

1. #1287 (Bob Kelley) T1 Corvette Brakes request
Not within class philosophy.

T2

1. #1229 (Richard Kulach) Correction to wheel specification of Nissan 370 NISMO edition
The T2 class philosophy allows maximum 19x9 front and 19x10 rear wheels.
2. #1264 (Bill Steinhoff) Allow headers on T2 350z
Not within class philosophy.

T3

1. #1394 (Rob Hines) Allow Nissan Motorsports suspension and reduce weight by 100lbs
See response to letter #1265 in Tech Bulletin 10-07. Other items in request not recommended.

PREVIOUSLY ADDRESSED

FORMULA

FF

1. #1142/#1258 (Mark Walthew/Eric Shepard) FF tire questionnaire
Addressed in June Fastrack.

FV

1. #990 (Thomas Galuardi) Do not increase minimum weight in FV
Addressed in June Fastrack.

IMPROVED TOURING

IT

1. #1524 (Charles Broring) Please allow alternate motor mounts
Addressed in June Fastrack.

TOURING

T3

1. #1288 (Bob Boileau) Reduce weight to 3400lbs
See response to letter #909 in May Fastrack.

NO ACTION REQUIRED

GCR

1. #1283 (Patrick James) E85 as a new fuel
Thank you for your letter. Alternative fuels are under consideration for future use. However, there are several factors that complicate the adoption of such fuels.

FORMULA

F5

1. #1332 (George Bugg) Support of F500 thermostat rule change
Thank you for your input. Your support has been considered in the response to the original request in letter #1297.

FF

1. #1402/1752 (Dave Zurlinden/Ric Baribeault) Reconsider FF Honda Fit Restrictor
Thank you for your input. See letter #1401 in Tech Bulletin 10-07.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: June 21, 2010

NUMBER: TB 10-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/10 unless otherwise noted.

GCR

1. #1725 (CRB) Clarify 6.8.B

Clarify 6.8.B as follows: "Restart the cars single file in the ~~overall~~ *physical* order of the cars ~~they crossed the control line~~ on the last completely scored lap."

Formula

FF

1. #1401 (Roger Dawes) Change FF Fit engine intake restrictor to 29MM

Effective immediately, change GCR 9.1.1.D.3.k.5 to read: "The Honda Fit engine is required to have an HPD supplied air inlet restrictor with internal diameter of ~~27.5mm~~ *29.0mm* and thickness of 3.175mm (0.125 inches) correctly installed within the intake system." [This confirms Racing Memo 10-09.]

Grand Touring

GTL

1. #1797 (CRB) Correct omission in wing height for Honda CRX

In 9.1.2, GTL, Honda CRX (84-87) and Honda CRX (88-91), correct omission in Notes as follows: "May mount wing per hatchback-station wagon specs, *but no part of the wing assembly may be above the highest point of the roof.*"

Improved Touring

ITA

1. #1392 (Charles O'Toole) remove redundant classification

In 9.1.3, ITA, delete Honda Civic DX (3 & 4 door) (92-95) spec line. [Car had been reclassified previously to ITB.]

ITB

1. #1013 (Kevin Yaghoubi) Please update Mini Cooper model years

In 9.1.3, ITB, correct Mini Cooper (2002) to read (2002-~~2004~~).

2. #1511 (Chuck Baader) Errors and Omissions ITB Celica

In 9.1.3, ITB, Toyota Celica III GTS (83-85), correct Brakes from "~~(F) 256 Disc (R) 229 Drum~~" to "*(F) 257 x 20 Vented (R) 264 Solid.*"

Super Touring

STO

1. #1729 (CRB) Ferrari Challenge car front windows

In 9.1.4.1.F, Ferrari 430 Challenge, add to Notes: "*Must conform to 9.1.4.D.7.*"

Production

EP

1. #1255 (Matthew Rivard) Allow use of cable pull throttle body from Pro Formula Mazda

In 9.1.5, EP, Mazda RX-8 (04-09) add to Notes: "*Pro Formula Mazda throttle body measuring 70mm inside dimension allowed.*"

HP

1. #1053/#1054 (Gary Johnson/Andrew Wright) Reduce weight of 998cc Lotus 7 by 200lbs

Based on an aerodynamic deficiency, in 9.1.5, HP, Lotus 7 & 7 America, "*948cc engine only*", set weights at "*1450 *1487 *1523.*"

2. #1276/#1336/#1408 (Bob Kelly/William Trainer/Brian Linn) Mis-classed car

In 9.1.5, HP, Honda CRX 1.5 (88-91), correct weights from "~~2000 *2050 **2400~~" to "*2175 *2229 **2284.*"

American Sedan

1. #801 (John Blanchard) Engine and transmission mounts for restricted prep cars
In 9.1.6, add to the Notes for GTO (04-06) Restricted Prep.: *"Poly GTO engine mounts - Rev Shift 95A part #PMM-GTO; Poly GTO transmission mount - SCSS (no part number)." and Camaro & Firebird (98-02) Restricted Prep.: "Poly F-body engine mounts - Prothane part #7512; Poly F-body transmission mount - Prothane part #71604."*
2. #877/#1277 (Chuck Dawson/Rick Henschel) Omission of belly pan rule
In 9.1.D.7.b, add a new fourth sentence: *"The spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs."*
3. #1165 (Jim Wheeler) Engine cleaning clarification
In 9.1.6.D, add a new subsection: *"q. Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered."*

Showroom Stock

SS

1. #1042 (Paul Gauzens) Correct GCR SSCS Chrysler Neon ACR SOHC Notes to match DOHC Coupe
In 9.1.7, SSC, Chrysler Neon ACR SOHC (4 door) (95-99), Notes, insert before last sentence: *"Wheels, 15 x 6", 40mm offset (P/N 82204993 (Painted) or 82204991 (polished), Tires: 205/50/15 max."* [Corrects omissions.]
2. #1377 (Marcus Merideth) SS brake line correction
In 9.1.7.E.33 [see BoD minutes], correct as follows: "Stock brake hoses may be replaced by DOT-approved steel braided hoses *stainless steel brake lines*."

Spec Miata

None

Sports Racing

None

Touring

T1

1. #1730 (CRB) Ferrari Challenge front windows
In 9.1.10, ST and T1, Ferrari 430 Challenge, add to Notes: *"Shall run with both front door windows fully open (down) or removed."*

T2

1. #1108 (Joe Aquilante) Allow suspension package for Subaru STi
In 9.1.10, T2, Subaru Impreza WRX STi (08-09), add to Notes: *"Phoenix Performance 400 psi front springs, 500 psi rear springs, 25mm front sway bar, 22mm rear sway bar permitted."*
2. #1243 (Richard Roberts) Expand brake duct Allowance to include Z06 ducts
In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09), add to Notes: *"Quantum Motorsports modified Z06 brake ducts (p/n 07043.01) permitted."*
3. #1557/#1603 (TC Kline/Jim Leithauser) 9" front rims
In 9.1.10, T2, BMW Z4 M Coupe (2007), add to wheel size, *"or (F) 18 x 9 (R) 18 x 9 at additional 25 lbs."*
4. #1596 (Brian Kleeman) Reduce weight of the 350Z to 3150 lbs
In 9.1.10, T2, Nissan 350Z Track/Touring/Standard/ Nismo (03-08), change weight from ~~3268~~ to *3168*.
5. #1776 (CRB) Required tire size no longer available for Mitsubishi Evo
In 9.1.10, T2, Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), add a tire size: *" or 275/45 (F&R)"*.
6. #1783 (CRB) Add 2010 Model to Subaru STi Spec Line
In 9.1.10, T2, Subaru Impreza WRX STi (~~08-09~~), update model years to *(08-10)*.

T3

1. #1265 (Bill Steinhoff) Remove some restriction from the T3 350z
In 9.1.10, T3, Nissan 350Z Track/Touring/Standard/ Nismo (03-08), add to Notes: *"Nissan heavy duty spring kit part #99996-65Z3OUS, Nismo sway bar kit #99996-RS23OUS allowed."*

2. #1275 (Michael Jones) Missing model year - Subaru Impreza WRX
In 9.1.10, T3, Subaru Impreza WRX (~~02-04~~), correct model years to (~~02-07~~).
3. #1819 (CRB) Add Jetta GLI to VW GTI spec line
In 9.1.10, T3, change "Volkswagen GTI (06-10)" to "Volkswagen GTI, *Jetta GLI* (06-10)".

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jacob Sellers vs. SOM COA Ref. No. COA 10-02-SE
May 21, 2010

FACTS IN BRIEF

On March 27, 2010, following the Group 4 race at the "Buck Muse Memorial" Regional held at Carolina Motorsports Park, Jacob Sellers, driver of Spec Miata # 71, Gary Giles, driver of Spec Miata # 84, and Skip Brock, driver of Spec Miata # 61, protested Sam Barnett, driver of Spec Miata # 35, alleging violation of GCR 2.1.4. (Reckless Driving), 6.5.1.J.3. (Improving Position on Start), and 6.11.1. (Driver Conduct), The Stewards of the Meeting (SOM) Ken Irwin, Sue Roethel, Sara Snider, and Mike Presley, Chairman, with agreement from the protesting parties, combined the three protests into one. The SOM then met, reviewed evidence and testimony, disallowed the combined protests, and returned the protest fees. Jacob Sellers appealed the decision.

DATES OF THE COURT

The National Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on May 20, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Jacob Sellers, received April 6, 2010.
2. Official Observer's Report and related documents, received April 10, 2010.
3. Request to Withdraw Appeal from Jacob Sellers, received May 18, 2010.

FINDINGS

The Court of Appeals reviewed Jacob Sellers' request to withdraw his appeal in accordance with SCCA General Competition Rule 8.4.3.A.5. The Court determined that Mr. Sellers' request met the GCR requirements and will be honored.

DECISION

The Court of Appeals returns Jacob Sellers' appeal unheard and with no judgment in accordance with GCR 8.4.3.A.5. The appellant's \$175.00 appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Steven Spoerl vs. SOM COA Ref. No. COA 10-03-NE
May 20, 2010

FACTS IN BRIEF

On April 25, 2010 following the Group 7 race at Summit Point Raceway, Elizabeth Miller, driver of SRF # 88, protested Steve Spoerl, driver of SRF # 49, alleging violation of GCR 6.11.1 (Driver Conduct). The Stewards of the Meeting (SOM) Fred Brinkel (SIT), Tom Hoffman, Earl Hurlbut, Larry Oliver, Jude Olivey, and Walter Michael, Chairman met, reviewed evidence and testimony, and upheld the protest assessing Mr. Spoerl the loss of MARRS points for the race and one penalty point against his competition license. Mr. Spoerl appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on May 13 and 20, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Steve Spoerl including photographs, received May 11, 2010.
2. Official Observer's Report and related documents received May 11, 2010.
3. Email statement from Walter Michael received May 12, 2010.
4. Telephone testimony from Earl Hurlbut on May 13, 2010.
5. Email statement from Tom Hoffman received May 15, 2010.
6. Email statement from Jude Olivey received May 17, 2010.

FINDINGS

Following review of all of the witness statements submitted, documentation received and Mr. Spoerl's photos, the COA finds insufficient evidence to overturn the decision of the SOM.

DECISION

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

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

L. D. Mendez vs. SOM COA Ref. No. 10-04-SE

May 21, 2010

FACTS IN BRIEF

At the Central Florida Region Regional at Daytona Speedway held on May 1-2, 2010, David Ellis-Brown, driver of ITB # 31, protested L.D. Mendez, driver of SM # 71, for violation of GCR 6.11.1 A., B., D (On Course Driver Conduct). The protest followed metal-to-metal contact between the two drivers which resulted in Mr. Ellis-Brown and another driver being unable to continue. The Stewards of the Meeting (SOM), Fritz Baker, Norm Esau, Sandy Jung, Pax Lemmon (SIT), Russ Smith, and John Anderson, Chairman, held a hearing, heard witnesses, viewed a video and upheld Mr. Ellis-Brown's protest. Mr. Mendez was placed on a 4 SCCA race weekend Probation and assessed 3 penalty points. Mr. Mendez is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA), Jack Hanifan, Jack Marr and Michael West, Chairman, met on May 20, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from L.D. Mendez, including photographs of his racecar, received May 10, 2010.
2. Official Observer's Report and related documents including video, received May 11, 2010.
3. Letter from John Anderson, Chairman SOM, outlining the hearing and the reasons for the committee's decision, received May 20, 2010.
4. Email from Leland Miller, Chief Steward for event, received May 21, 2010 after appeal was heard.

FINDINGS

The COA thoroughly reviewed the video, photographs of the cars involved, and all witness statements used by the SOM. The COA also studied the photographs supplied by Mr. Mendez and his assertions regarding his position on the track during the incident under protest.

Based on its extensive review of all the evidence, especially the video, the COA concluded the side-to-side damage Mr. Mendez references in his appeal possibly occurred during the race, but at a point earlier than the incident under appeal. Mr. Mendez's photographs are not germane to the incident for which he was penalized.—

DECISION

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

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | May 26, 2010

The Solo Events Board met by conference call May 26th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

GENERAL

- The SEB has an anticipated opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com.
- The Midwest Division has an impending opening at the Divisional Solo Events Steward position (see Section I.3 in the Introductory Section of the Solo Rules). Individuals from that Division who are interested in applying for this position should submit their qualifications in writing to the SEB via www.sebscca.com.
- SEB member Mike Simanyi is now the SEB's liaison to the Solo National Championships event administrators.
- Nominations are requested for the Solo Driver of Eminence and Solo Cup awards. These should be sent to the SEB via www.sebscca.com.

RECOMMENDED TO THE BOD

- The following previously-published rule change proposals are being recommended to the BOD by the SEB:
 - Change 17.2.F to read as follows (ref. 09-633):

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein."
 - In Appendix A – Prepared Class X, change the second bullet item following AWD specification in subsection 9.b. to read as follows:

"- Cars equipped with traction/stability control: + 50 lbs."
 - In Appendix A, Prepared Class X, replace subsection 4 with -

4. BRAKES

"Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."

PREPARED

- The SEB has approved the addition of Fred Züst to the PAC.
- The following rule change proposal has been provided by the PAC and is published here for member comment:

Add the following wording to the end of rule 17.2.S. -

"Front hoods and engine covers may be vented and/or louvered. The total area for all vents and/or louvers on a vehicle may not exceed 500 square inches, unless provided as standard equipment. The total area is measured as the total open area, or the perimeter of the louvers, when viewed from above. All openings must be covered with a wire mesh having openings no greater than one half inch (1/2").

The location, number, and shape of vents and/or louvers is unrestricted provided they are fully contained on allowed

panels. For vehicles having original vents and/or louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch above the original surface. No additional scoops, cowl, bulges, or ducts are permitted, unless specified in Appendix A."

MODIFIED

- The SEB has approved the addition of Mike Billings to the MAC.
- The following rule change proposals are published here for member comment:
 - In Appendix A, under Modified Class B, delete subsection G. Note: this will permit the FE (formerly FSCCA) and ESR (formerly SRSCCA) cars to fall back to being covered by subsection C.
 - Replace the last sentence of 18.1.C.2.f with the following: "Rear doors, if present, may be eliminated or changed as necessary. Front doors and door openings may be shortened."
- Based on a lack of positive member input, the previously published proposal to allow unrestricted ABS systems in DM/EM is being withdrawn.

NOT RECOMMENDED

- Stock: Rear sway bar allowances (ref. 10-072)
- Stock: Sway bar end link mount (ref. 10-325). Per the SAC, the restriction on suspension geometry in 13.5.A.2 does not apply to end link attachment points because those are unrestricted per 13.7.A.1.
- Prepared: Wheel size allowances (ref. 10-332)
- Modified: Ladies class weight adjustments (ref. 10-197) The MAC views this change as unnecessary, given that drivers in the same class, running in the same group, have a lengthy history of successfully managing ballast changes.

TECH BULLETINS

1. Stock: per the SAC, section 13.2.I is clarified to read as follows (ref. 10-267):

"I. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points *to the chassis* and is bolted at those locations. A 'C'-type harness bar may also be used. It may have four bolted attachment points *to the chassis*(two primary, and two supporting connections to resist rotation)."
2. Stock: per the SAC, section 13.3.E is clarified to read as follows (ref. 10-283):

E. No *non-DOT* racing tire or recap (on any casing) may be used. Siping or re-grooving of tires is not permitted.
3. Stock: per the SAC, the shock bushing rule does not allow modifications (cutting, welding, drilling) to the upper mounting plate to facilitate installation of a bearing mount. See 13.5.B, last sentence. Implementation is up to the competitor, although not every allowance can be implemented for every vehicle. (ref. 10-327)
4. Stock: per the SAC, there is no specific allowance in the rules to disable TPMS. Only procedures described in the factory documentation are permitted.
5. Street Prepared: per the SPAC, addition of an attachment between a seat and a harness bar would constitute a 3rd mounting point, thereby rendering the harness bar non-compliant with the Solo Rules (ref. 10-267).
6. Street Prepared: per the SPAC: regarding the replacement of a concentric shock/spring combination where the spring is actually seated on a control arm, this is not considered legal as it would be changing the spring attachment point (ref. 10-273).
7. Street Prepared: per the SPAC, the language of the rulebook (15.7) does not preclude a sway bar from being routed through the body. Method of attachment is unrestricted and does not put limits on the bar's location or method of attachment (ref. 10-273).
8. Street Prepared: per the SPAC, 15.2.F is clarified to read as follows (ref. 10-275):

"F. The driver and front passenger seats may be replaced, with the following restrictions: Seats must be securely mounted per 3.3.3.B.2. The seating surface must be fully upholstered. Any replacement seat must be a full back, bucket type automobile seat incorporating a functional headrest. Kart seats, low back dune buggy seats, and other similar types of seat are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements. *An alternate seat which replaces an air-bag equipped seat is not required to have an airbag.*"

In conjunction, 15.2.H is clarified to read as follows:

"H. Airbags may be electrically disabled but not removed *unless explicitly allowed.*"

9. Street Prepared: per the SPAC, the ESP listing for the Subaru WRX is clarified as follows:

Subaru

Impreza WRX (non-Sti) ('02-'07)

10. Street Modified: per the SMAC, the last sentence in section 16.1.P is clarified to read as follows:

"Plastic under-trays, panels and covers below *the vehicle* may be removed or modified as necessary to facilitate other legal modifications, but may not added or enlarged."

11. Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, class G Prepared:

BMW

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

Carburetion

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

Alt. intake manifold #CAM-6618

Toyota

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

Carburetion

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

12. Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, class F Prepared:

BMW

1 Series (6-cyl non-turbo, E82/E88 chassis) (2008-2010)

3 Series (6-cyl non-turbo, E90/E91/E92/E93 chassis) (2006-2010)

13. Prepared: The following correction to the FP Appendix A listing for the BMW 3 series is effective immediately upon publication:

BMW

3 Series (6-cyl all, E46 chassis) (1999-2005)

ROADRALLY BOARD

RRB MINUTES | May 24, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, May 24, 2010.

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

Chairman Wakemen called the meeting to order at 7:37 pm CST.

The Final May 3, 2010 RRB Minutes were approved. (Johnson/English)

Proceedings

1. Rally Liaison updates

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

2010 Liaisons:

Assignments: The following have been appointed 2010 Rally Liaisons:

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

Steel Haul, NC (April) - Jeanne English

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

Arizona, NC Rallies (March) - Jeanne English

Steel Haul, NC (April 24) - Jeanne English & Mark Johnson

Rally to the Race, NGTA (May) - Jim Wakemen

Chippewa Trail (June 12) NT-NC-NGTA - Mike Thompson

St. Louis Rallies (July 10-11) - Lois Van Vleet, Eva Ames, Rick Beattie (GI's have been received)

Cast in Stone NT (July 31) - Mark Johnson (received GI's)

Hurdle 2010 NGTA (Aug) - Sasha Lanz

Badger Trails NT (Sept 4) - Lois Van Vleet & Eva Ames

Oktoberally, NC (Sept 5) - Jeanne English

USRRC NGTA (Oct 22-24) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

Arizona Rallies, 2-NT (Nov?) - Dave Kolb? Van Vleet to contact Pego on Sanction Papers possibly received for an August 21-22 event in question for approval.

2. Safety Stewards & Trainers

Discussion: Johnson has a basic outline of the video he is working on.

3. Rules Committee Update – English

Discussion: Rules Committee discussion: It was in the RFO's years ago that "If the RRB should sanction a Road Rally Championship (NCR/NTR/DCR/DTR) event concurrently with a non-qualifying Divisional event, the contestants competing in the qualifying Road Rally Championship event must be scored with ALL contestants within their class who are required to complete the entire event." This sentence was eliminated when Divisional rallies were eliminated. Now that Regionals are part of the National Championship, it should probably be put back. There is also the issue of perhaps 'double dipping' where points might be awarded for both the underlying events(s) as well as the national event. English also suggested that Lifetime Points only be awarded if there are x number of cars on the rally; 'x' to be 2? 5? 6? 10?

Old Business – none

New Business – Lanz reported that Yahoo complaints are Weekend Memberships cost too much money. Race, Rally and Solo are affected. Many regions give discounted entry fee for SCCA members or to pre-register. Costs are set to encourage weekend members to join SCCA. The percentage of event income spent on weekend member fees is very much less for race, and significantly less for solo, than it is for rally. The amount spent on these fees seriously impacts rally budgets. Butler recommended in putting numbers together in a spreadsheet and study the numbers at events for Rally only - stating the impact of the weekend membership fee and maybe other competitive, sport related member cost comparison. Butler also pointed out

that if you are not a member, you don't have an insurance coverage. Wakemen will get the numbers and give them to Lanz for a spreadsheet. Butler wants to be included in the email exchange on this spreadsheet.

Johnson reported that after hearing the comments for the RRB to reconsider the USRRC Changes still be implemented in 2011 and not 2012, that we still need time to collect comments/opinions from the rally community and from rally competitors at the rally events.

Action items – none

Next meeting

Monday, July 5, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 8:27 pm CST. (Johnson/English)

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | May 10, 2010

The RallyCross Board (RXB) met via conference call May 10. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance was Pego Mack from the National Office.

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

Chairman Ricker called the meeting to order at 8:03pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom Nelson reported that he would set up a new meeting schedule for the Safety Committee.
2. RallyCross Rules Committee (Mark Utecht): Mark Utecht reported that the Rules Committee is ready to review the proposed 2011 RallyCross Rules based on member comments received during the comment period.

Old Business

1. Annual RallyCross Award: Brent Blakely continues to research the history of RallyCross.
2. New RXB member request: Bob Ricker will contact all who have submitted résumés.
3. Points Keeper: The RXB is continuing to search for a points keeper. Pego Mack will contact a member who has expressed interest in the job.
4. E-Blast: A RallyCross E-Blast continues to be a goal of the RXB in an effort to inform the membership of upcoming events and activities. A connection with the InsideLine is a possibility.
5. National Championship: Registration is now open.

New Business

1. Western States Challenge Championship: It was reported that this event would be moving to a site in Northern California at either Prairie City or Thunderhill.
2. New Programs: Brent Blakely reported that Regions in Arizona and Reno want to start RallyCross programs and will need help with training Safety Stewards.

The meeting was adjourned at 8:57pm CDT.

Note: The RXB met on April 29 via conference call to conduct an interview for a position on the Board.

Next meeting: June 14, 2010

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>
Forms: <http://www.scca.com/contentpage.aspx?content=45>
Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>
Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>
Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>
General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

RALLY

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

SCCA NATIONAL CONVENTION

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

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 6, 2010

The Club Racing Board met by teleconference on July 6, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Mike Lewis, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing. In addition to those items covered in Technical Bulletin 10-08, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments via the form at <http://www.crbscca.com/>

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GCR

1. (Multiple) Require seat back braces for all seats

The CRB wishes to thank all those who submitted thoughtful comments on the proposal in the July Fastrack to require the addition of a brace for FIA approved seats. The CRB withdraws that recommendation and makes the following recommendation in its place.

In 9.3.41, first paragraph, replace "~~Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc).~~" with "*Seat supports shall be of the type listed on FIA technical list No. 12 or No. 40 (lateral, lower, floor, back, etc). In accordance with the FIA standards, the seat supports (brackets) must be those used when the seat was tested for homologation. Unless supporting evidence is provided by the manufacturer of a series produced car that shows FIA safety cage testing for homologation included an adjustable seat mount, seats and their supports must be attached to a fixed mounting structure.*"

2. #2082 (CRB) Amend Fuel Prohibited Substances list

Some compounds among the ethers are subject to degradation that may form explosive compounds. MTBE is still an EPA approved fuel additive (in limited amounts) in states where it has not been banned.

Modify 9.3.26.A "Chemical Compounds Prohibited or Restricted in SCCA Race Fuels" as follows:

Change "Total Cyclic ethers" to "Total Cyclic ethers *except MTBE*".

Add a new entry: "*MTBE*" (no examples) with Maximum Weight or Percentage By Weight Allowed at "*3.0%*".

IMPROVED TOURING

ITS

1. #1217/#1227/#1274 (Dave Raymon/Josh Baldwin/Charles O'Toole) Opposition to moving the 99-00 SI to ITA
Based on new input from members, the recommendation to reclassify the '99-'00 Honda Civic Si from ITS to ITA is withdrawn.

SUPER TOURING

1. #1792 (CRB) Add ST Light and revise ST rules

The following is a comprehensive revision of the Super Touring rules. They include the addition of a new Super Touring Light (STL) class.

9.1.4. Super Touring Category

These specifications are a part of the SCCA GCR and all automobiles shall ~~confirm with~~ *conform to* GCR section 9.

A. Purpose

Vehicles used in the series *this category* must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's normal distribution channels in the US. ~~The intent of these rules is to allow older World Challenge cars to compete in Club Racing with minimal modifications and allow new cars to be built to the same spec as well.~~ *The intent of this category is to allow a level of preparation for cars similar to that of World Challenge cars.* No model years older than 1985 will be permitted *eligible*, except that cars from model runs began before 1985 are permitted *eligible* (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are permitted *eligible*). The STO (World Challenge GT-based) target performance is 450hp. The STU (World Challenge Touring-based) target performance is 250hp. The SCCA does not guarantee the competitiveness of any car.

Vehicle modifications ~~will be~~ *are* limited to those required to meet SAFETY SPECIFICATIONS and AUTHORIZED MODIFICATIONS listed herein. Unless a particular modification, or part, is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car.

B. Eligibility

Vehicles meeting one of the following ~~criteria~~ criteria may compete in the Super Touring category:

- *1985 and newer cars* built specifically under these ST rules

- ☐ ~~1990 and newer World Challenge cars, using the vehicle's most recent VTS sheet, (GT cars in STO and Touring cars in STU.)~~

~~Note: Competitors are responsible for providing the up-to-date VTS. Only those current and ex-World Challenge cars that can produce a Pro Racing VTS sheet are eligible under these preparation rules. Items not listed on the World Challenge VTS sheets must comply with all the remaining Super Touring rules. All cars racing with a World Challenge VTS sheet must compete on the specified World Challenge spec tire. Maximum tire size is 305/35 for STO and 235/40 for STU.~~

- ☐ GCR listed IT cars, ~~1985 and newer~~, under their *current* IT specifications. Cars shall compete as follows: 3001cc and above are eligible for STO. *2001cc through 3000cc and below* are eligible for STU. *Cars 2000cc and below are eligible for STL.*

~~Note: While IT cars may not be competitive in the ST category, competition within~~ *their inclusion in* the category will allow regional competitors to ~~experience a~~ *participate in* national events.

- *Spec Miata cars completely conforming to Spec Miata class specifications are eligible for STL.*

- ☐ Cars eligible for the SCCA Pro Racing MX-5 Cup series; using the current set of Pro Racing Rules *may run in STU*, except that any DOT tire is permitted ~~provided it does not exceed 225/45/17~~; the claim rule will not be in effect, fuel per IT-specs; and a head and neck restraint is optional *until 2012*.

Competitors must have a copy of the current rules in their possession.

- *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.

C. Bodywork

1. Standard body appearance must be strictly maintained. Standard body appearance ~~is considered to include~~ *the* OEM grille and badge. A photographic replica is not sufficient. ~~Teams choosing not to utilize the OEM grille opening for airflow may mount a~~ *A close-out panel may be mounted* behind the grille. OEM *or aftermarket* spoilers and wings; ~~and aftermarket wings and spoilers~~ are permitted. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided ~~that they~~ meet the minimum ride height *rule*, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.
2. Body and frame seams; and joints; may be welded, but additional reinforcing material/brackets are not permitted. The OEM radiator supports may be replaced; or reinforced; ~~in order to make repairs easier~~. The radiator supports shall not reinforce the rest of the chassis; or diminish the OEM crush zones.

3. Bumper brackets may be modified, but bumpers must remain in OEM locations.
4. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered up; or filled in.
5. All of ~~the~~ vehicle's doors must be able to be opened from both inside and outside of the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. ~~Latches and hinges for the hood and trunk/deck lid are not required to be used. If latches and hinges are not used on the hood, or trunk/deck lid, a minimum of four (4) pins shall be used to secure the body panel(s).~~
6. ~~Two (2) hood pins, equally spaced across front of hood, are required within 24 inches of the leading edge of the hood.~~ *Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.*
7. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for ~~the~~ purpose of regulating airflow. Bodywork openings may be ~~more permanently~~ closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped at all. ~~Bodywork may only be taped~~ *except* to temporarily secure it after contact.
8. All bodywork and windows shall be sufficiently rigid, adequately supported; and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.

9. Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.

D. Aerodynamics Devices

1. Front Splitter

- a. *A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.*

STO and STU:

*The front splitter must not extend more than 2.0 inches past the original; or approved; bodywork as viewed from above for the entire profile of the splitter. The Ssplitters shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 50.8mm (2.0 inches) beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall consist of a single flat plane. The splitter shall have no ~~may have~~ vertical deviations, fences, etc., unless *only if* they are part of the production bodywork for street use.*

STU:-

~~The front splitter may be added that is a flat, single-plane, with an exposed top surface of not more than 3.0 inches that does not extend more than 1.5 inches past the approved bodywork as viewed from above for the entire profile of the front fascia. The 3.0 inches exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1 inch vertically from the splitter top surface. Splitters in TC shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 1.5 inches beyond the bodywork, regardless of where the outside edges of the front tires are.~~

STL:

The front splitter must not extend past the approved bodywork as viewed from above for the entire profile of the front fascia.

- b. ~~The splitter protrusion will generally be measured at five (5) key points. Those five (5) key points will consist of are the centerline of the car, the approximate center of each front corner, and each end of the splitter in front of the front tire. This does not allow for the areas of the splitter between the key points to stick-out more than~~

~~specified in section 9.1.4.1, or 9.1.4.2, or 9.1.4.3.~~

When the wing and splitter are *is* measured, there will be a ~~6mm (1/4")~~ *0.25 inch* variance *tolerance* permitted to account for flexure of the fascias, off-course excursions and any light body contact. There will be no variance greater than ~~6mm (1/4")~~ *0.25 inch* permitted unless the car has severe body damage that would affect the measuring of the wing and/or splitter.

c. The minimum ride height of front splitters and air dams is 3.0 inches

2. Rear Wing

The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

OEM wings and spoilers are permitted as delivered, but must be removed if an approved wing is installed.

STO:

The *entire* rear wing *assembly*, including *the end plates and* any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the rear, ~~center-point~~ *center of the rearmost part* of the approved bodywork. ~~The wing and endplates shall not be any wider than the widest part of the bodywork, not including mirrors and fender flares/lips.~~ The rear wing is limited to a single element with a chord length of 12.0 inches, *including any wicker. The entire wing assembly and a width may be* no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser. ~~A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions.~~ *Wing end plates must not exceed 144.0 square inches.*

STU and STL:

The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-style or hatchback body (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and the wing assembly. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part approved bodywork. Removable OEM spoilers and wings are not permitted. Wings shall be a single element with a maximum chord length of 8.50 inches, including any wicker, and a maximum wing assembly width of 48.25 inches. Wing end plates must not exceed 64.0 square inches.

3. Canards or dive planes are not permitted unless part of the OEM bodywork.

9E. Cockpit Interior

1. The following items must be removed ~~from the cockpit~~: tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.
2. The following items may also be removed:
Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.
3. The following items may be installed ~~in the cockpit~~:
Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder cockpit *driver* exit *from the car*.
4. The above components shall be attached *to/contained to* ~~in~~ the chassis in such a way as to be able to withstand 25g deceleration. Any sharp edges shall be covered, padded, protected, etc. to prevent injury to driver, crew, course workers, and officials.
5. ~~Seat Location~~—The chassis shall not be modified to make additional clearance for the driver's seat. The driver's seat shall be located in the same lateral location as the OEM seat, *unless otherwise allowed on a car's spec line*. The driver's seat shall be located longitudinally so that the seat back, at the driver's shoulders, does not break an imaginary vertical plane located at the front of the rear seat platform. On 2-seat vehicles the seat back may go back to the OEM rear bulkhead, package tray, etc. It is recommended that the floor be reinforced in the areas where the

seat is mounted to the chassis. Vehicles with a non-metallic floor shall add tubing elements, with a minimum wall thickness of .090 inch, connecting metallic parts of the chassis, or within the cage structure, to ~~which mount~~ the seat to: *must be mounted*.

6. Stock dash/instrument panel cover (dash pad) must be used. Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.
7. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than ~~457mm~~ (18.0 inches) above the floor pan. No bulkhead(s) shall cover the rear foot wells.
 - a. Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.
 - b. Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if applicable, may extend laterally from one side of the chassis to the other.
8. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.
9. ~~If the pedal box is not mounted rearward of any angle of the floor pan/firewall, there shall be one (1) brace extending from each of the front down tubes to protect the driver's legs. They must be integrated into the frame, or chassis, to provide substantial support for the front hoop.~~

DF. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that ~~would~~ simulates the *rear* package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear seat bulkhead in conjunction with the OEM structure, the close out panel material is free.
2. Cables, wiring and *fluid* lines *in the engine compartment and cabin interior* may be replaced, rerouted, and/or protected.
3. ~~When applicable,~~ *Cars that have drive shafts shall have* ~~two~~ (2) steel, 360-degree loops of sufficient strength ~~must be~~ located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.
4. It is permitted to attach a *one or more* plates, or pads, under the car to provide for jacking of the car, provided it *they* serves no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage; or chassis; and extend to the inner surface of the rocker panel; or bodywork; ~~and to~~ act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.
5. Minimum ride height is ~~three~~ *3.0 inches for STO, 4.0 inches for STU and 5.0 inches for STL*. ~~Ride height will be measured from the lowest part, or component, of the car, excluding suspension, pinch weld and complete wheels.~~ *STL Ride height will be measured at the lowest point of the rocker panel, not including the pinch weld.*
6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
7. Both front windows, driver's and passenger's, shall be down (preferably removed) whenever the vehicle is on track.

The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit ~~through~~ in an emergency shall remain open at all times.

8. All vehicles must use a stock, ~~uncracked~~, OEM equivalent, safety glass windshield, or ~~6mm (1/4")~~ **0.25 inch** minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.
10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of ~~3mm (1/8")~~ **0.125 inch**, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by ~~two~~ (2) additional straps, (~~25mm wide x 3mm thick~~) **1.0 inch wide by 0.0625 inch thick minimum**, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced, screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.
11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.
12. OEM side window framework shall be intact.
13. Acrylic; or glass; removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted; and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.
14. Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.
15. The OEM "rain gutter/tray" at ~~the~~ base of the windshield shall be intact and in the OEM location.
16. The floor pan may be modified to provide clearance for the exhaust system ~~routing~~.
17. ~~Inner fender panels may be modified, but not replaced, for tire clearance and/or permitted suspension modifications. OEM production-type appearance shall be maintained or replaced.~~
18. *Convertibles model cars may compete with a hardtop or as an open car.*

EG. Engine

1. Alternate engines may be used, ~~given that if~~ **if** the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) ~~and was available in a car delivered in North America. The chosen engine must retain its original cylinder head and intake manifold. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered.~~
2. The crankshaft shall be a stock OEM part or ~~an~~ **an** aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine; ~~but~~ The crankshaft may be ~~tooled enough to achieve balance~~ **balanced**. The ~~standard~~ **maximum** weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The ~~standard~~ **maximum** weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, ~~but must be ferrous unless OEM supplied.~~
3. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.
4. Rocker arms, lifters, followers, pushrods, valve springs, keepers, retainers, guides, seats, and valves ~~materials~~ are free; Titanium is not permitted, except for retainers **or OEM parts**. The head may be machined to fit valve train components.
5. Valve lift is limited to .600" **inch for STO and STU. STL Valve lift is limited to .425 inch for 4 valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines.**

Camshafts and *camshaft* timing is *are* free.

6. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly
7. The ignition system components may be replaced freely provided that the type of ignition remains the same as stock.
8. Engine calibration (spark and fuel) is free. A programmable ECU is permitted. ~~The RPM limit set within the engine management system shall be the same for all gears (i.e. e.g., 1st gear shall not have a lower RPM limit than 2nd-6th gears).~~
9. Fuel injector(s) and fuel rail(s) must maintain the original number and mounting location(s), but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.
10. The location and type of the fuel pressure regulator(s) are free provided they are mounted within the engine compartment or the OEM location.
11. The ring gear diameter must be the same as the production flywheel. Flywheels shall be ferrous metal, or aluminum, but are otherwise free. ~~Titanium flywheels are not permitted.~~ *For STO and STU, Clutch and pressure plate design is free, but see individual class specifications for material restrictions. For STL, stock diameter flywheel, clutch and pressure plate must be used.*
12. ~~The~~ Oil pan and oil pickup may be baffled, modified, or replaced ~~to prevent surge.~~ *The* OEM oil pump may be modified, or replaced with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire *or in some other way secure* the oil drain plug, ~~or in some other way secure the oil drain plug, to prevent the plug from accidentally coming out.~~
13. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged.
14. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.
15. The intake and exhaust ports may be ported *in STO and STU* unless otherwise noted *at a 1 percent weight penalty.* The valve guide may be machined as part of this porting. The intake manifold may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s). *STL must conform to the STL specific cylinder head rules.*
16. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.
17. ~~In order to~~ To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined. Compression is limited to 12.0:1 *for STO and STU and 11.0:1 for STL. If an STL eligible car has an OEM compression ratio higher than 11.0:1 the vehicle may retain the OEM compression ratio.*
18. Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. ~~Teams~~ *Competitors* must be prepared to demonstrate the boost adjustment process to officials. Unless otherwise noted, the follow restrictions apply to turbochargers. Turbocharging is permitted only with a factory turbo/engine combination. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may not be added to engines that did not originally come equipped with one. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.
19. *Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.*

FH. Cooling Systems

1. Water Cooling
Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.

2. Engine Oil Cooling
Coolers for the engine oil are free in number, type and location.
3. Intake Air Cooling
Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free.
4. Water Spray Systems
Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.

I. Fluid Piping & Fuel Tank

1. Fuel Cells/Tanks
The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). ~~Additional straps and/or protection may be required.~~ All fuel cells ~~MUST~~ **must** comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.
2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.
3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.
- ~~4. Coolant catch tanks are required.~~
- 45.** All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.
- 56.** ~~Cooling of fuel is prohibited. This applies equally, whether the fuel is in the car, or not.~~ **No fuel cooling devices are permitted in the car.**

J. Oil System

1. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.
2. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036" **inch** steel, or .059" **inch** aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.
- ~~3. An Oil catch tank is required per GCR section 9.3.~~
- 34.** Accusump-type systems may be used.
- 45.** Dry-sump systems ~~are permitted provided:~~
STO:
The dry-sump system is limited to ~~five (5)~~ stages. It shall consist of ~~one (1)~~ pressure stage and a maximum of ~~four (4)~~ scavenge stages. If the OEM-style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of ~~two (2)~~ two-port scavenge stages, or a maximum of ~~four (4)~~ single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of ~~four (4)~~ **4** locations.

STU:
The dry-sump system is limited to ~~three (3)~~ stages. It shall consist of ~~one (1)~~ pressure stage and a maximum of ~~two (2)~~ scavenge stages. If the OEM-style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of ~~one (1)~~ two-port scavenge stage, or a maximum of ~~two (2)~~ single-port scavenge stages, such that oil is not being scavenged from more than a maximum of ~~two (2)~~ **2** locations.

STL:

Dry sump systems are not permitted.

GK. Exhaust System

The exhaust system may be modified, or replaced. Outlets must be located rearward of the midpoint of the wheelbase. The exhaust pipe may not protrude more than ~~76.2mm (3")~~ **3.0 inches** at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5" **inch**) with the bodywork at the point that they exit the body. Minor body modifications are permitted to ~~allow for~~ **accommodate** exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least ~~76.2mm (3")~~ **3.0 inches** away from the exhaust system, and there shall be at least ~~76.2mm (3")~~ **3.0 inches** between the heat shield and the fuel system components.

KL. Electrical System

The electrical system is free provided that:

1. The battery may be replaced with any equivalent battery of the same type. Battery may be relocated, but must be secured by a tie-down bracket and positive terminal must be covered to prevent accidental sparking.
2. If located in the cockpit, the battery must be placed behind the front seats, or in the passenger seat area, and the protection box must include an air vent that exits outside the cockpit.
3. All cars, except cars with pop-up headlights, shall have clear OEM headlight assemblies in place in the stock headlight positions. If headlight assemblies are used, they may be the clear OEM assemblies for any country **in which** ~~that~~ the car is sold ~~in~~. Additionally, the headlight assembly may consist of a replica bucket and the OEM lens. There shall be an operational light bulb within both the low and high beam placements. The operational light bulbs need not be of OEM origin, but must produce approximately the same light output as an OEM Halogen low beam.
4. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or **may** be filled/covered. ~~Any~~ **No** ducting may ~~not~~ extend beyond the outer surface of the bodywork.
5. ~~Whenever the track surface is wet, thereby causing spray, all cars on the track shall turn on their headlights and tail/rain lights. The brake lights must continue to be functional whenever the tail/rain lights are used. The tail/rain lights must be dimmer than the brake lights are when they come on.~~
56. Each car must be fitted with at least one effective windshield wiper ~~motor~~ **assembly**, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. ~~or~~ **Other windshield wiper assemblies may be** removed.
67. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

HM. Drivetrain

1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.
2. Vent and/or breather lines may be added to **the** transmission and/or differential. ~~One (1)-transmission cooler and one (1) differential cooler is~~ **are** permitted.
3. Cars with sequential shift transmissions shall increase the required minimum weight by 100 lbs.

LN. Suspension and Steering

1. ~~The use of active suspension is forbidden.~~ All suspension members must be made from ~~a metallic~~ **ferrous and/or aluminum** material(s). Chromium plating of suspension members is ~~forbidden~~ **prohibited**.
2. **STO and STU** ~~Original~~ suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of ~~25 mm~~ **1.0 inch**; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs.

must be added to the car. *STL cars must retain the OEM lower suspension pickup points.* The body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of *6.0 inches* ~~six inches (6")~~. The ~~24 mm~~ *1.0 inch* tolerance applies to pick-up points on the chassis only.

3. *STO and STU* S suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of ~~75 mm~~ *3.0 inches*, however, the body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of *6.0 inches* ~~six inches (6")~~. The ~~75 mm~~ *3.0 inch* tolerance applies to pick-up points on chassis only. *STL cars must retain the OEM upper suspension mounting points.*
4. Suspension springs are free. Coil-over units may be added to supplement; or replace; OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.
5. Shock absorbers and struts are free. Driver adjustable systems; ~~or~~ *and* electronically controlled shocks; are not permitted. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way.
6. Stabilizer bars are free, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted. Adjustment controls for stabilizer bars may be located within the cockpit, but must be out of the reach of the driver ~~from the driver's seat~~. Adjustments to sway *stabilizer* bars during practice, qualifying and race must be done by a crewmember in pit lane.
7. Suspension components shall be the stock OEM pieces *parts*, but they may be reinforced. Heim joints are permitted on suspension components. Standard suspension bushings may be replaced with solid; or spherical; bushings.
8. Alternate control arms permitted *in STO and STU. Alternate control arms are not permitted in STL.*
9. *STO and STU* ~~E~~ cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle ~~RWD rear wheel drive~~ may reduce the minimum weight by 50 lbs *in STO and STU. Rear wheel drive cars in STL must add 2.5 percent of their standard STL weight.*
10. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided ~~its~~ their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
11. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in ~~the~~ *their* stock locations.
12. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjustment. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers.
13. *For STO and STU,* ~~T~~ the spindle and/or outer joint on the a-arm and/or strut may be moved ~~in order~~ to correct bump steer caused by changing the vehicle ride height. These components are not limited to the ~~25 mm~~ *1.0 inch* of movement that applies to the suspension pick-up points located on the chassis. *STL cars may not relocate the spindle and/or outer joint on the a-arm.*
14. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.
15. The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.
16. A collapsible steering column shall be used. Most ~~current~~ *recent* OEM steering columns have at least ~~two (2)~~ universal joints in them that ~~would~~ allow the steering column to ~~fold~~ *collapse* on impact. This type of design (*with* at least ~~one~~ {1} universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.
17. Power steering may be *modified in any of the following ways:*
 - a. disconnected
 - b. an OEM manual steering rack for that model may be fitted
 - c. an electric power steering pump may be fitted

d. or an OEM electric-assisted steering rack may be used.

18. Front wheel drive cars may reduce their minimum weight by 50 Lbs *in STO and STU*. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs *in STO and STU*. *In STL front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent.*

MO. Brakes

1. Brake lines may be relocated, and rubber lines may be replaced with ~~armored~~ *stainless steel braided* brake lines. Original equipment master cylinders and pedals may be replaced. Hand brakes *assemblies* may be removed. Aftermarket brake proportioning valves are permitted. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.
2. Brake pad friction material is free.
3. Backing plates and dust shields may be modified, ventilated, or removed.
4. Brake duct inlets incorporated in the front spoiler as standard, or *in* light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into *the* intermediate mounting surface of *a* permitted splitter.
5. Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.
6. Wheel fans are not permitted.
7. Power assisted braking systems are permitted.
8. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.
9. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:
 - a. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
 - b. Direct intervention on a ~~proportional~~ *proportioning* valve; in which the intake pressure is adjusted through a pre-loaded spring.
10. Brake calipers, whether OEM or aftermarket, shall be mounted in *the* stock locations*s*.
11. Titanium piston inserts are permitted.
- 12. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM brake components as supplied.*

NP. Tires & Wheels

1. Tires must conform to 9.3.45. Filing, buffing, or any other disguising of tire sidewall is prohibited. Chemical treatments, or any means to artificially enhance tire performance is prohibited.
2. Wheels / Hubs
The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:
 - a. Loose wheel spacers of any type are not recommended.
 - b. All cars must run the same size wheel on the same axle.
 - c. Lug nuts and/or wheel studs are free as long as at least two (2) threads of the wheel studs are visible and the outside edge of the nuts and studs are inside the wheel rim when properly mounted.
 - d. As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.
 - e. The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.
 - f. Valve stems and caps are free.
3. Wheel Attachment
 - a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.

- b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.

9.1.4.1. STO-SPECIFIC TECHNICAL REGULATIONS

A. ~~STO Body/Chassis~~ **Bodywork**

1. ~~Aerodynamics~~

- a. ~~A front splitter may be added that does not extend more than 2.0 inches past the original, or approved, bodywork as viewed from above for the entire profile of the splitter. Splitters shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 50.8mm (2.0 inches) beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall consist of a single flat plane. The splitter shall have no vertical deviations, fences, etc., unless they are part of the production bodywork for street use. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. Additionally, a maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. Single-plane vertical close-out panel(s) may be used to bridge gap between front fascia and splitter.~~
- b. ~~A rear wing may be added. Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/ cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing, including any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point of the approved bodywork. The wing and endplates shall not be any wider than the widest part of the bodywork, not including mirrors and fender flares/lips. The rear wing is limited to a single element with a chord length of 12 inches, and a width no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72 inches, whichever is the lesser. A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions.~~
- c. ~~Canards or dive planes are not allowed unless part of the OEM bodywork.~~

2. ~~Exterior Bodywork~~

OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, trunk/deck lid and doors with non-metallic composite parts. Hoods may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

DB. Cockpit Interior

- 1. ~~The required dash pad and center console may be made of any material. The dash pad shall maintain the stock profile.~~
- 2. ~~Bulkheads~~
 - a. ~~2-Seat Vehicles:~~

There shall be a vertical bulkhead in the OEM position if applicable. It may extend upward to the bottom of the side windows, and then extend horizontally rearward to close off the area behind the cockpit. The bulkhead may be a non-metallic material if all fluid lines, hoses, reservoirs and tanks that would otherwise be open to the driver are contained in proper metallic enclosures.
 - b. ~~2-Door, 4-Seat Vehicles:~~

No bulkheads shall cover the rear floorboard area. The bulkhead used in front of the rear seat back support may extend laterally from one side of the chassis to the other, but must be below the bottom of the side windows.

3C. Chassis

- 1. Fasteners are free. Fasteners may be replaced with adhesives.
- 2. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in

appearance and securely fastened.

3. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.

~~d Inner fender panels may be modified or replaced for tire clearance and/or permitted suspension modifications. OEM production-type appearance shall be maintained.~~

4. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

~~4. Convertible Tops~~

~~Convertibles model cars may compete with a hardtop or as an open car.~~

BD. Engine/Drivetrain

- 1 Intake Requirements: All cars shall use the stock or approved air metering device (e.g., carburetor, throttle body, etc.) and intake manifold for the installed engine, unless noted otherwise.

82. All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.

- a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108-12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.
- b. ~~Other than~~ **Except** as provided for **permitted** in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.
- c. ~~The E~~external throttle linkage to the carburetor may be modified or changed from original. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
- d. All air entering the intake tract shall pass through the carburetor air inlet.

~~3. The crankshaft may be equivalent aftermarket part (same material, weight, and dimensions as OEM part), but may be tooled enough to achieve balance.~~

~~4. Engine may be lowered 38mm vertically from OEM location.~~

63. Cars may modify, or replace, motor and gearbox mounts provided that the engine is located in the specified location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine setback.

Engine Setback **and Lowering** Allowances:

The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches:

Cadillac CTS-V (04-07)

Pontiac GTO (04-08)

Ford Mustang (85-06)

GM F-Body (93-02)

- ~~1. Cadillac CTS-V and Pontiac GTO—214mm from stock location (78mm from firewall)~~

2. ~~Ford Mustang (85-04) 4" from stock location~~
3. ~~Ford Mustang (05-06) 8" from stock location~~
4. ~~GM F-Body (93-02) 4" from stock location~~

E, Drivetrain

21. Carbon clutches are permitted.
52. Transmissions and Ratios are free. Forward gears are limited to six speeds. ~~Cadillac CTS-V (Mid Valley spacer) and Pontiac GTO (Tilton spacer) are allowed to space the transmission 8 inches back with the designated spacer.~~
73. Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (i.e., spark and fuel control); and may not interface with, or affect, the braking system or throttle control.

GF. Brakes

1. Rotors
One (1) or two (2) piece ferrous rotors may ~~that do~~ not exceed 355mm in diameter by ~~or~~ 33mm in thick~~ness are~~ **permitted.** (355x33mm). Maximum brake rotor size ~~diameter~~ of 380mm ~~allowed is permitted~~ at a 100 pound penalty.
2. Permitted Calipers
The standard production calipers or any caliper with six 6 or less pistons may be used. 4-piston calipers may use a maximum of four (4) pads per caliper. 6-piston calipers are limited to two (2) pads per caliper.
3. Anti-Lock Braking Systems (ABS) are permitted on cars utilizing ~~that use~~ the OEM brake components as supplied.
4. Brake duct water spray cooling systems are ~~approved~~ **permitted.**

EG. Wheels

~~Rear W~~wheels may not exceed 18.0 inches in diameter x and 13.0 inches in width. ~~rear and 18x11 front. Front wheels may not exceed 18.0 inches in diameter and 11.0 inches in width.~~

FH. Approved Cars and Engines

The following car and engine combinations are approved in STU. Contact the Club Racing Technical Office to add additional cars.

[INSERT TABLE]

9.1.4.2. STU-SPECIFIC TECHNICAL REGULATIONS

A Body/Chassis *Bodywork*

1 Aerodynamics

- a. Front Splitter: A front splitter may be added that is a flat, single-plane, with an exposed top surface of not more than 3.0 inches, that does not extend more than 1.5 inches past the approved bodywork as viewed from above for the entire profile of the front fascia. The 3.0 inches exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1 inch vertically from the splitter top surface. Splitters in TC shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 1.5 inches beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall have no vertical deviations. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge gap between front fascia and splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.
- b. Rear Wing: Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. Each mounting bracket shall attach to wing at a point that is at least 2 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing shall be mounted a min. of 6.0 inches below the peak of the roof. Cars with a wagon-style body (i.e. Protege-5, Civic Type R, etc.) competing in STU may have

~~the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and wing. The trailing edge of the rear wing may be mounted no further rearward than the rear, center point of the approved bodywork. Wings shall be a single element with a max chord length of 10.75 inches and max element width of 48 inches. A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions.~~

~~2. Exterior Body Panels~~

- ~~a~~1. All cars may replace the hood and trunk/deck lid with non-metallic composite parts. The OEM profiles shall be maintained on the part. All other body panels shall be OEM parts.
- b2. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations, but fasteners are free.
- e3. Fasteners are free provided they are of the same material family; and diameter as the fastener it is replacing.

~~3. Chassis~~

- ~~a. Inner fender panels may be modified, but not replaced, for tire clearance and/or permitted suspension modifications. OEM production-type appearance shall be maintained.~~
- ~~b. Convertibles model cars may compete with a hardtop or as an open car.~~

B. Engines /Intake and Weight Requirements

1. Engines up to ~~six~~ **6** cylinders and 3000 cubic centimeters factory displacement are permitted, *plus any others listed on spec lines.*
2. ~~Intake requirements:~~ All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.

C. Drivetrain

1. Carbon clutches are not permitted.
2. Engine and gearbox mounts may be solid.
3. Transmission and ratios are free. Forward gears are limited to ~~six~~ **6** speeds.

ED. Suspension

Alternate suspensions are permitted. Alternate suspensions are limited to the original type. Items such as brake calipers, springs, and shock/struts shall remain located on the alternate suspension in the OEM location.

~~D~~**E. Brakes**

1. Rotors
~~One (1); or two (2);~~ piece ferrous rotors *that do not to exceed 328mm in diameter by or 32mm in thickness (328x32mm) are permitted.*
2. ~~Permitted Calipers~~
The standard production calipers or any 4-piston calipers may be used.
3. Anti-Lock Braking Systems: Any car equipped with an OEM ABS system shall completely remove all ABS components.

F. Wheels

~~Wheels may not exceed 17x8.~~ *Wheels may not exceed 17.0 inches in diameter and 8.0 inches in width.*

3G Weights and Engine Allowances

Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is ~~determined by~~ the factory displacement for the installed engine. For *the purpose of* weight assignment, ~~purposes~~ engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc ~~or~~ *and* 2149cc = 2100cc).

Factory Engine Displacement (cc)	Minimum Weight (lbs)
1600	1600
1700	1870
1800	1980
1900	2090
2000	2200
2100	2310
2200	2420
2300	2530
2400	2640
2500	2750
2600	2860
2700	2970
2800	3080
2900	3190
3000	3300

Alternate Engine Specifications		
Engine	Bore & Stroke (mm)	Notes
Nissan VQ30	93.0 x 73.3	Sleeving permitted

- The Mazda 13B and Renesis rotary engines are permitted at 2400 lbs. The 13B may be street ported. The Renesis shall remain unported. The Mazda 12A Street Port is permitted at 2350 lbs. 12A induction: {1} Nikki 4 barrel carburetor with primary choke(s) bored to match secondary choke(s) on a stock manifold, or {1} Auto-type 2 barrel carburetor with 38mm choke(s) on a "dual-y" manifold.
- All turbocharged engines shall use a compressor inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only.

Inlet Restrictor (mm)	Minimum Weight (lbs)
33	2200
35	2475
37	2770
39	3100

- The Volkswagen Jetta TDI is permitted using the SCCA Pro Racing TDI Cup rules and weight. ~~Must use~~ Diesel fuel **must be used** in accordance with 9.3.26.A.
- The Mazdaspeed Miata may use alternate turbo, Mazdaspeed part # 000-88-c-89.

H. Car and Engine Specific Allowances

[To be supplied]

9.1.4.3. STL-SPECIFIC TECHNICAL REGULATIONS

A. Bodywork

- All cars may replace the hood and trunk/deck lid with nonmetallic composite parts. The OEM profiles shall be maintained on the part. All other body panels shall be OEM parts.
- The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations.
- Fasteners are free provided they are of the same material family and diameter as the fastener it is replacing.

B. Engines

- Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars in the following list:
Honda S2000 2.0 liter
Acura Type R

2. All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.
3. Manifold and cylinder head port matching is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting faces. Carburetor mounting surfaces shall not be modified. External dimensions of the cylinder head or intake manifold may not be reduced to facilitate internal porting. Two piece manifolds must not be port matched at their intermediate point. Valve guide material is unrestricted.
4. Valve seat and valve head angles are free.

C. Drivetrain

1. Carbon clutches are not permitted.
2. Engine and gearbox mounts may be solid, but must not relocate the engine or transmission in any direction.
3. Either the OEM transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (e.g., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety. Retrofitting OEM complete gear sets in an alternate transmission case is permitted.

D. Suspension

1. Cars equipped with MacPherson strut suspension may de-camber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not reinforce that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plates.
2. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.
3. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.
4. Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted. This includes the use of spherical bearings, so long as no suspension component is modified to facilitate their installation. Retention of spherical bearings by use of tack welds is permitted, as long as the welds serve no other purpose.
5. Rubber bump stops may be removed, modified, or replaced, but their chassis mounts, brackets, etc., may not be altered in any way.
6. No other relocation or reinforcement of any suspension component or mounting point is permitted.
7. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

E. Brakes

1. OEM brake systems must be used. Alternate OEM brakes rotors or calipers from the same manufacturer will be considered.
2. Anti-Lock Braking Systems: Any car equipped with an OEM ABS system may use the OEM system only as installed.

F. Wheels

Wheels may not exceed 17.0 inches in diameter nor 7.0 inches in width.

G. Weight Requirements

1. Minimum weights for cars with piston engines will be determined by 1.3 lbs/cc displacement for the installed engine (see following table). Displacement is determined by the factory displacement for the installed engine. Cars with 3 valves/cylinder engines may reduce their weight by 1 percent. Cars with 2 valves/cylinder engines may reduce their weight by 2 percent. For weight assignment purposes engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc and 2149cc = 2100cc).

Factory engine displacement (cc)	Minimum weight (lbs.)
Up to	
1300	1690
1400	1820

1500	1950
1600	2080
1700	2210
1800	2340
1900	2470
2000	2600

2. *The Mazda 12A is permitted at 2600 lbs; porting is not permitted.*

H. Car and Engine Specific Allowances *[To be supplied]*

SPEC MIATA

1. #1224 (CRB) Adjustable fuel pressure and timing input
The CRB thanks all who responded to the request for input on these items.

In 9.1.8.C.1.l.1. add to the end of the first sentence: *“, but the regulator may be adjusted freely.”*

In 9.1.8.C.1.p.3, add to the end of the second sentence: *“except as allowed in subsection 6 below.”*

In 9.1.8.C.1.p, add a new subsection 6: *“For 1999-2005 model years only, it is permitted to alter the ignition timing by elongating the mounting holes of the crankshaft position sensor trigger wheel.”*

[The purpose of these allowances is to negate the advantages of modified ECUs; detection of ECU modifications is extremely difficult.]
2. #1225 (CRB) Reinstate compliance program
The CRB thanks all who responded to the request for input on this item.

Reinstatement of the SM compliance program will be recommended to the Board of Directors. If approved, the Club Racing Staff will be expected to provide implementation details similar to the previous program.
3. #1774 (CRB) 99-05 suspension on 90-97 Miatas
The CRB thanks all who responded to the request for input on this item.

In 9.1.8.C.4.c, add: *“90-97 cars are permitted to use the 99-05 suspension components including steering rack, front and rear control arms, front and rear uprights, and front and rear sub-frames.”*
4. #2029 (CRB) Allow locating collars on rear anti-roll bars
In 9.1.8.C.4.d, add at the end: *“A locating ring for the rear anti-roll bar may be added; it must serve no other purpose.”*

[Since the latest design rear anti-roll bar has incorporated a locating ring, the CRB proposes that a locating collar may be added to existing anti-roll bars.]
5. #2089 (CRB) Allow rear track to match 99-05 cars
In 9.1.8.C.6.d, change the second sentence as follows: *“The rear track shall not exceed 1465 mm for the 90-97 model years and 1475 mm for the 99-05.”*

TOURING

1. #2081 (CRB) Open springs and anti-roll bars
In 9.1.10.D.3.b.1, modify the first sentence as follows: *“The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor and condenser; H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans.”*

Replace 9.1.10.D.5.b.1 with: *“Any springs and anti-roll bars are permitted, but they must mount in the stock locations.”*
2. #1711 (Richard Kulach) Propose optional brake cooling kits for all touring cars
Replace 9.1.10.D.6.a.5 with: *“Any brake ducts are permitted, but they must serve no other purpose and must mount without modification to other components except for duct intake openings in the bodywork. The ducting must not be visible from outside the car.”*

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

IMPROVED TOURING

ITR

1. #1296 (Kurt Omensetter) Allow Stock ABS brakes without modification
Should stock ABS braking systems be allowed in ITR? Disabling or removing the ABS components would become optional rather than mandatory. Almost all cars in ITR were available with ABS. Those with no available ABS would be given a weight reduction to compensate.

MEMBER ADVISORIES

1. #1456 (Kyle Springer) Modify, Enforce or Remove SCCA Sticker Definition
The colors in the Official SCCA Field Logo and the SafeRacer SCCA National Racing Series stickers are required to be as shown in 9.3.29 Figures 4 and 4a. Painted or other reproductions of those stickers must maintain the required colors and the same dimensions as the supplied stickers.

NOT APPROVED BY THE CRB

FORMULA

FB

1. #1715 (Wren Keith) Require removability of power adders
Thank you for your input. The rules are adequate as written. The CRB will continue to monitor the FB rules with regard to ECUs and, if necessary, make adjustments to maintain the intent and spirit of the rules.

FF

1. #1772 (Jon Baytos) Clarify flat belly pan rule
Thank you for your input. The rules are adequate as written.

IMPROVEDTOURING

1. #995 (David Boles) Crank position sensor
A car without a crank position sensor may not add one, and a distributor-located sensor may not be relocated to the crankshaft.

ITB

1. #1333 (Tom Lamb) Review and adjust weight of ITB CRX Si as appropriate
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
2. #1420 (Robert Clifton) Weight correction for ITB 84-89 Dodge Daytona
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
3. #1773 (Matthew Green) Increase ITB wheel width to 6.5
Not recommended at this time.

PRODUCTION

EP

1. #1755 (Darren Sansum) Classify Westfield 7 for EP
The car does not meet the minimum production level numbers produced required within a one year period.

FP

1. #1778 (John Saurino) 1275 MG Midget engine update
The requested items are not within the category philosophy.

SPEC MIATA

1. #1368 (Phil Kogan) Re Examine car weights. 1.6 cannot get to minimum weight
Thank you for your input. It has been considered in making various competition adjustments. See letter #2094 in the August Tech Bulletin.
2. #2045/#2049/#2050/#2058 (Mark Zwolle/Cy Peake/Rick Deerwester/Richard Bennett) Standard passenger car fuel requirements
A requirement for the use of "street" fuels is not enforceable. (Rules that are unenforceable are poor rules.) Also, see letter #2082 in the Suggested Rules section above.

SHOWROOM STOCK

SSC

1. #1756/#1840 (Gino Carini/Jason Huepenbecker) Increase the weight of the Mazda 3 by 50lbs to 2900lbs
This car has been at the same weight for 4 years. It is competitive as classed.
2. #1816 (David Mead) Classify 01-05 base model Miata in SSC
Member input on this issue is mixed. The car will remain in SSB. SSC new car counts have started to increase. The class has evolved into a front wheel drive class; bringing a rear wheel drive car into the class will upset the competitive balance of the class at many tracks.

TOURING

T1

1. #1422/#1718 (Chris Ingle/Robert Kahn) Reduce the weight of the Corvette LS3 to 3350.
Car is competitive as classified.

T3

1. #1710 (Andre Ramdhanny) Update/Backdate Clarification for Honda S2000
Not within class philosophy. This car is competitive as classified.

PREVIOUSLY ADDRESSED

FORMULA

FC

1. #1787/#1793 (Kevin Firlein/Robin Nicholas) Allow aluminum calipers
Addressed in the July Fastrack.

PRODUCTION

EP

1. #1766 (Austin Snader) Mazda Renesis - Throttle Body Change
Addressed in July Fastrack.

SPEC MIATA

1. #1763 (Tyler Vance) Allow 90-93 Adjustable Front Sway Bar on NB Miata
Already allowed. See June Fastrack.

TOURING

T2

1. #1744 (Bill Steinhoff) Reduce weight of T2 350z by 50 lbs
See July Fastrack.
2. #1786 (Joe Aquilante) Classify 2010 STI on same line as 2008 and 2009...
This has been done. See July Fastrack.

NO ACTION REQUIRED

GCR

1. #587/#590/#880 (Dave Harmison/Russ Werner/Phil Green) Grace period for license needing a waiver
Appendix C.2.4.D allows a driver to request a waiver for their competition license from the Divisional Driver Licensing Administrator or by the National Office. However, the National Office is investigating the possibility of going to a 2 year membership and licensing period.
2. #1434 (Josh Baldwin) Appreciation for the improved responses being published in Fastrack
Thank you for your input.
3. #1435 (Andy Bettencourt) ITAC member requirements
Thank you for your input. It will be considered as new appointments are made to advisory committees.
4. #1716 (Gregg Hangge) Group Racing Etiquette
The CRB was asked to comment on whether drivers in different classes should be racing for overall position at the cost of interfering with the other drivers' ability to race within their class. The CRB would like to remind all drivers that they should respect the other classes racing within their group and whenever possible, not interfere in their competition.
5. #1731 (Al Wicht) TT experience for Novice Permit
The Time Trial Administrative Council and the Divisional Licensing Administrators are working on a proposal to address TT track time applied to Novice permit requirements. Your suggestions will be considered.

6. #1770 (Douglas Ogrin) Opposition to #1268, Runoffs supps: fuel
Thank you for your input. The current Runoffs fuel requirements are a reflection of our ability to enforce fuel compliance at this event.

FORMULA

F500

1. #1822 (Jim Murphy) Spec Fuel for F500
Thank you for your input. The rules are adequate as written. Please refer to GCR 9.3.2.6.A. It is already allowed to run the fuel requested.

FF

1. #1782 (Bruce Lindstrand) Concern about the Fit Engine Restrictor Change
Thank you for your input on the FF Fit engine restrictor. The recent increase in the restrictor will reduce the performance gap to the Kent without making the Fit engine an over dog in the class. Please also refer to Bob Dowie's letter in the March Fastrack. The CRB is being very careful with regard to the Fit restrictor. Any suggestion that competitors have been "sandbagging" in Fit engine cars is not borne out by our direct observations and examination of onboard data system outputs.
2. #1802 (Peter Klein) Fit motor restrictor question
The increase from 27.5mm to 29.0mm makes approximately a 6 bhp difference.

GRAND TOURING

GTL

1. #1771 (Jesse Prather) Dyno sheets for rotary in GTL
Thank you for the additional information. Adjustments will be considered as part of the overall reexamination of GTL in progress for 2011.

IMPROVED TOURING

1. #1450 and others (Multiple) Crank trigger ignition inputs
The CRB thanks all who wrote on this topic for your input. No change to the sensor allowance will be recommended at this time.
2. #1670 (Josh Baldwin) Support for "The Process" V2
Thank you for your input.
3. #1703 (Peter Davis) Regarding IT request for member input (drift toward Production)
Thank you for your input. We will carefully deliberate all rule change requests.
4. #1509 (Chuck Baader) Comments per June Fastrack Request
Thank you for your input. See letter #1450. The engine mount allowance has been previously addressed.

SPEC MIATA

1. #161 (Rob Burgoon) Please provide a solution to bump steer problem
Track width and suspension components have been addressed in a recommended rule changes.
2. #448 (Rob Burgoon) New Rules Contradict Service Manual
The rule is correct as written.
3. #1309 (Bruce Wilson) SM Compliance program
The CRB thanks all who responded on this topic. Please see letter #1225.
4. #1409/#1566 (David Dewhurst/George Munson) Free Up Some 1.6 Torque
Thank you for your input. We will continue to monitor the situation.
5. #1444 (James Rogerson) Comment on proposed rule change to hard top mount
Thank you for your input.
6. #1487 (Daniel Mairani) Reduce weight of (90-93) by 25 lbs
See letter #2094 in the August Tech Bulletin.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2010

NUMBER: TB 10-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/10 unless otherwise noted.

GCR

1. #1626 (Terry Ozment) Change in licensing section to reflect intent of medical reciprocity
Change Appendix C.2.8.B from ~~"Licenses listed in 3.1.5.C. will be accepted as equivalent to SCCA event and medical requirements for the purpose of issuing an SCCA Regional License."~~ to **"Licenses listed in 3.1.5.C. will be accepted as equivalent to a SCCA regional competition license at SCCA regional events if the requirements of Appendix C.2.1 are met."**
2. #1955 (CRB) Correct Appendix C.2.7.E.3
Correct Appendix C.2.7.E.3 to read: "The CS of an SCCA Drivers' School may accept 4 **2** private schools in lieu of both SCCA schools."
3. #1986 (Dennis Troemel) Correct seatbelt SFI certification numbers
Correct 9.3.19.A and 9.3.19.B as follows: [Note: required standards are given in 9.3.19.G.]

"A. A 5 point system, for use in automobiles where the driver is seated in an upright position, consists of:

- A **2 or 3** inch seat belt ~~or an FIA or SFI 16.5 certified two-inch seat belt.~~
- ~~An 2 approximately 3 inch shoulder harnesses; or FIA or SFI 16.5 certified 2 inch shoulder harnesses~~ **may be used** only if the **a** HANS® device is used **worn** by the driver. ~~Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses are required.~~
- An approximately 2 inch anti submarine strap.

A 5 point harness is considered a minimum restraint system. 6 or 7 point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

B. A 6 or 7 point system, recommended for use in all automobiles, consists of:

- A **2 or 3** inch seat belt ~~or an FIA or SFI 16.5 certified two-inch seat belt.~~
- ~~An 2 approximately 3 inch shoulder harnesses; or FIA or SFI 16.5 certified 2 inch shoulder harnesses~~ **may be used** only if the **a** HANS® device is used **worn** by the driver. ~~Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses are required.~~
- 2 or 3 approximately 2 inch leg or anti submarine straps."

4. #2142 (CRB) Exception for Novice Permit applicants without driver license
In Appendix C.2.7.A, add at the end: **"A Novice Permit applicant who does not meet the requirement of Appendix C.2.5.B.3 may apply to the Divisional Driver Licensing Administrator as in Appendix C.2.6.A."**

Formula

None.

Grand Touring

GT2

1. #2117 (CRB) Requirements for Panoz GTS
In 9.1.2, GT2, Panoz engine, add to Notes: "Engine seals are no longer being installed; engines must comply with Panoz GTS engine requirements available at <http://www.scca.com/contentpage.aspx?content=74>."

GT3

1. #2070 (CRB) Correct Stroke and Weight of Toyota 2RZ engine
In 9.1.2, GT3, Toyota engines, last entry, add engine family name **"2RZ"** and correct the stroke from ~~89mm~~ to **86mm**.

Change weight from 2270 to **2195**.

Improved Touring

ITA

- #1204 (Matthew Green) Omissions in specifications
In 9.1.3, ITA, Chrysler Neon SOHC (2&4 door) (incl. ACR) (95-99) and Chrysler Neon DOHC (2 & 4 door) (incl. ACR) (95-99), add to existing entries: Gear ratios: 3.54, 2.12, 1.36, 1.03, .72; Brakes (F) 240mm disc, (R) 200mm drum.

ITB

- #1278 (Charles O'Toole) Change to 9.1.3.C Clarify Intent of update / backdate allowance
Although the first part of the update/backdate allowance does allow for swapping parts with anything on the same spec line, it specifically does not allow for "making a model that never existed." Your example does have significant differences between multiple models on the line, so they will be split.

In 9.1.3, ITB, '92-'95 Civic DX in ITB, list the 3-door hatchback on a separate line from the 2-door and 4-door models.

Super Touring

- #1835 (Marc Hoover) rule changes / rule change season
The CRB rescinds Super Touring Item 2. Letter #1238, clarification of 9.1.4.E.4 as it appeared in the June Fastrack. [Competitors should note that the wording of this item appears in the proposed new Super Touring rules that appear in this Fastrack in the CRB Minutes and, if approved, would become effective 1/1/2011.]
- #2060 (CRB) Correct Tire for World Challenge Cars
In 9.1.4.B, delete the last two sentences of the second bullet item: "All cars racing with a World Challenge VTS sheet must compete on the specified World Challenge spec tire. Maximum tire size is 305/35 for STO and 235/40 for STU."

Production

- #1602 (CRB) Shock Mounts
In 9.1.5.E.5.d.2, second sentence, clarify as follows: "Shock absorbers must be installed *and attached* in the stock location ~~using the stock system of attachment~~. *The manner of attachment of the shock absorber is unrestricted and the upper attachment point may be raised along the axis of the stock shock.*"

HP

- #1281 (Jerold Larson) 13X7 wheels request for level 1 Nissan 210/B210
In 9.1.5, HP, Nissan/Datsun 210 1.4 and Nissan/Datsun B-210 1.4, change wheel size from ~~13x6~~ to **13X7**.
- #1760 (Larry Frankenstein) Fiat 850 reinstatement
In 9.1.5, HP, reinstate the Fiat 850 per 2007 GCR specs with the following updates: increase exhaust valve size to 27.0mm; add to Notes: Valve cover (Scuderia # 01-11) permitted for PBS head.

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>Fiat Spider & Racer (-1973)</i>	1	1477	4 Cyl. OHV	2.56 x 2.50 2.56 x 2.68	843 903	Iron	Alum	(I) 1.146 (E) 1.028	(1) 30 DICA, (1) Weber 4226434 (30/30), (1) 34 DMSA, (1) 32/36 DG Series	79.8	49.5 / 51.6

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>Fiat Spider & Racer (-1973)</i>	13 x 6.5	4	(F) 8.9 Disc (R) 7.3 Drum	9.25 Disc Girling Calipers 82346805	Aux. radiator mounted behind front spoiler w/ no mods to original bodywork. PBS 8-Port head (part # 850-8-P), Valves: (I) 31.0mm, (E) 27.0mm, Intake manifold (Part #850-8-PM) is required with alternate head. Carburetion (2) 40 DCOE w/ 28mm chokes, weight: 1527 lb. Alternate steering box or rack & pinion steering permitted. Fuel cell may be located in front trunk. Valve cover (Scuderia # 01-11) permitted for PBS head.

American Sedan

None.

Showroom Stock

1. #1954 (CRB) Correct heading in June CRB Minutes
In the June CRB Minutes (July Fastrack), a heading in the "Not approved by the CRB" section was mistakenly shown as "~~Improved Touring~~" (second instance, below American Sedan section); this should have been "*Showroom Stock*".

SSB

1. #2120 (CRB) BMW Z4 competition adjustment
In 9.1.7, SSB, BMW Z4 2.5L (03-05), change weight from ~~3125~~ to *3195*.
2. #2121 (CRB) Honda Civic Si (06-09) competition adjustment
In 9.1.7, SSB, Honda Civic Si (06-09), change weight from ~~3050~~ to *3075*.
3. #1810 (Stan Czacki) Suspension Package request
In 9.1.7, SSB, Chevrolet Camaro V-6 (96-02), add to Notes: "*Koni Shocks, 8241-1139 (F) and 8241-1140 (R) permitted.*"
[The other requests are outside current class philosophy.]

Spec Miata

1. #854 (Harry Manning) Review new SM engine component weights
Correct the following Spec Miata items:
In 9.1.8.C.1.e, 99-00 and 91-05, change the piston and pin weight entries: ~~290.0~~ *288.0* and ~~80.0~~ *78.0*.
2. #2094 (CRB) Competition adjustments
In 9.1.8, Specification Table, (90-93), change weight from ~~2285~~ to *2275*; (94-97), change weight from ~~2375~~ to *2400*; (94-97), change restrictor size from ~~45mm~~ to *47mm*.
3. #1757 (Shaikh Ahmad) Coil-over kit clarification
In 9.1.8.C.4.a.3, add the following: "*The sleeves and perches may be replaced with parts of the same material and dimensions.*"

Sports Racing

None.

Touring

ST

1. #2143 (CRB) Update model years of Ferrari Challenge cars
In 9.1.10, ST, Ferrari 430 Challenge (06-07), change model years to (06-*09*).



Road America Held Under 2010 GENERAL COMPETITION RULES

SANCTION # IDC-10-S

PLEASE PRINT CLEARLY

This information will be printed in the Driver Manual, Entry list and Tech Card.

****ONLINE REGISTRATION AVAILABLE AT WWW.SCCA.COM****

1. Enclose entry fee of **\$460** payable to SCCA Inc.; check, money order, Visa/Mastercard/Discover accepted. Entry fee includes a \$10 processing fee
2. Mail entry form and fee to **SCCA Runoffs, Attn: Club Racing, PO Box 1833, Topeka, KS 66601** or **FAX (785) 232-7214**. Faxed entries accepted with credit cards only. Online entries accepted with credit card only.
3. Entry must be officially postmarked, faxed or completed online no later than the **DEADLINE** date of **Aug. 27, 2010**.
4. Entry fee will be refunded if your entry is not accepted or if you withdraw in writing by Sept. 7, 2010. If you withdraw Sept. 8-Sept. 26, your entry fee minus \$175 will be refunded. No refunds will be issued after Sept. 26.
5. Entry fee for entries postmarked after **Aug. 28** is **\$660** (incl. \$10 processing fee). ***ENTRIES WILL NOT BE ACCEPTED PRIOR TO JULY 20, 2010***

DRIVER: _____ License #: _____ Exp Date: _____ Region: _____

Address: _____ City, State, Zip: _____

Phone: Home () _____ Cell () _____ Email: _____ Shirt Size: _____

CAR CLASS: _____ Number Preference: 1: _____ 2: _____ 3: _____ First time to the Runoffs? Yes ☐ No ☐
Assigned in order received. #1 is reserved for defending National Champion

Sponsor (Limited to 35 characters including spaces/punctuation): _____

ALL CLASS SPECIFIC INFORMATION IN THIS SECTION MUST BE FILLED OUT PER SUPPLEMENTAL REGULATIONS 1.4. INCOMPLETE ENTRIES ARE INVALID AND WILL BE RETURNED.

Car Make: _____ Model: _____ Year: _____ Color: _____

Transponder: _____ Logbook: _____ Official Weight: _____ Displacement: _____

Spec Page: _____ VIN # (SS/T/SM): _____ Homologation (F/SR): _____

GCR Track(F&R) (SS/P/GT): _____ Alternate Heads (GT1/FC/S2): Yes ☐ No ☐ Wheel Width (GT1): 10" ☐ 12-13" ☐

Wheel Size (GTL): 13" ☐ 14-15" ☐ IRS Penalty (GT2, 3, L): Yes ☐ No ☐ Fuel Injection (CSR/FA): Yes ☐ No ☐

Drivetrain (DSR): Chain or Belt ☐ Other ☐ Engine Make (CSR/DSR/FA/FF/F500): _____

Transmission:

GT1: Prod based 4 spd ☐ Sequential ☐ Neither ☐ **GT2, 3, L:** Sequential ☐ Synchromesh ☐ Neither ☐

Prod: Stock ☐ Stock-Type ☐ Non Stock-Type ☐ **FA/STO/STU:** Sequential ☐ Non-Sequential ☐

Modified Suspension Pickup Points (STO/STU): Front ☐ Rear ☐ Neither ☐ Brake Rotor >355mm (STO): Yes ☐ No ☐

Drive Configuration (STO/STU) Check all that apply: Live Axle RWD ☐ FWD ☐ FWD with Struts ☐ Other ☐

ENTRANT: _____ Membership #: _____ Exp Date: _____

(ENTRANT MUST BE DIFFERENT FROM DRIVER & MUST BE A SCCA MEMBER.)

CREW: Only Driver/Entrant may add/change crew. Overcrew passes will be available at the track. DO NOT LIST YOUR ENTRANT ABOVE AS CREW!

Free _____ Free _____ Free _____

EMERGENCY CONTACT: _____ Phone #: _____ This person is at track? ☐

PAYMENT Check/Money Order # _____ Visa/Mastercard: _____ Exp _____

DRIVER BIO Please feel free to submit a media kit/press clippings with your entry or drop them off during the event at the Media Center in the Race Control Bldg.

Date of Birth _____ Age _____ Hometown (City you want listed on results) _____ Division _____

Occupation _____ Single ☐ Married ☐ Spouse's Name _____

Children's Names and Ages _____ Head Mechanic/Crew (if applicable) _____

RACING HISTORY Please be specific.

When & how began racing _____

Other racing experience (i.e. Karts, Circle Track, AMA, Pro Racing) _____

Any series championships won (year/class/type/series) _____

Current track records held (include year, set, class) _____

Best Runoffs finish (pos/class/year) _____

Top-Six Runoffs finishes _____ Top-Ten Runoffs finishes _____

Unusual happenings during 2010 season _____

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It's agreed and understood that the undersigned driver and the car described above will appear at the above described race meet if the entry is accepted by the SCCA. The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary Regulations and certify that automobiles entered comply with provisions of the GCR. All participants must sign release agreements at registration.

I am a member in good standing of the SCCA and my Region and hold a valid SCCA National Competition License.

I am a member in good standing of the SCCA and my Region.

Driver's Signature

Entrant's Signature

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

GREG PIZZO vs. SOM COA Ref. No. COA 10-05-NP

June 10, 2010

FACTS IN BRIEF

On May 2, 2010 at the Double Regional at Laguna Seca, a Request for Action (RFA) was filed by Barbara McClellan (ACS Tech) requesting review of Greg Pizzo (FC #49) for over-driving under a double yellow flag condition at Start/Finish when the pace car was released. The Stewards of the Meeting (SOM), Ed Gaines, Bob Hatcher, Skip Yocom and Gary Meeker (Chairman) met, reviewed the evidence, and heard testimony regarding the incident. The SOM concluded that Mr. Pizzo was guilty of GCR 2.1.4. (Dangerous Driving) and issued him a Reprimand and assessed one (1) penalty point against his competition license. Mr. Pizzo appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell and Michael West, Chairman, met on June 3 and June 10, 2010 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and video from Mr. Pizzo, received 5/21/2010.
2. Official Observers Report and related documents, received 5/24/2010.
3. Emails from Dick Templeton (Chief Steward) dated 5/24/2010.
4. Email from Barbara McClellan dated 6/3/2010.
5. Email from Gary Meeker, Chairman of the SOM, dated 6/4/2010.

FINDINGS

Mr. Pizzo stated he experienced difficulty in filing his appeal electronically. As a result, his appeal was received late. The COA reviewed his efforts; information supplied by the Club Racing Office, determined his appeal to be timely, and heard it.

The First Court based its decision on testimony from the operating steward and the emergency dispatcher, and Mr. Pizzo's testimony. Mr. Pizzo stated that he saw the double yellow flag condition at turn 10 but didn't "feel he needed to slow for double yellows until he actually encountered the safety car". Also, the First Court advised that Mr. Pizzo stated he was not aware that as the lead car he had responsibility for "pacing the field at a safe speed" under double yellow flag conditions in case the safety car was not dispatched.

The COA thoroughly reviewed video evidence supplied by Mr. Pizzo that was not available to the First Court. Mr. Pizzo stated the video showed he slowed significantly when he saw the safety car on the Start/Finish straight. He also stated he was under "full control of the car at all times and didn't pose a threat of safety to anyone". The video showed the COA that Mr. Pizzo continued at race speed after seeing the double yellow flag at turn 10, through exiting turn 11, and onto the front straight. Upon entering the front straight, he encountered emergency vehicles in front of him but only slowed when he saw the safety car entering the track at the Start/Finish line. He also stated he was surprised to see the safety car enter at Start/Finish. He expected it to be further down stream before he would have to slow.

The Court finds that the SOM ruled in accordance with [GCR 2.1.4. \(Dangerous Driving\)](#) and GCR 6.1.1.B. which states: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Pizzo's appeal is deemed well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Dan Sowinski vs. SOM COA Ref. No. 10-06-CN

June 18, 2010

FACTS IN BRIEF

On May 22, 2010 at the Double National at Road America, Bruce Livermore, #37 FV, filed a protest against Dan Sowinski, #30 F500, for violation of GCR 6.11.1.D. (Responsibility of an overtaken driver to not impede or block) for contact made as the #37 car was overtaking the #30 car. The Stewards of the Meeting (SOM) Fred Cummings, Bev Heilicher, Ron Tambourine and Kevin Coulter, Chairman, met, reviewed the evidence, and heard testimony regarding the incident. The SOM upheld the protest, and issued Mr. Sowinski a two race probation which assessed 3 penalty points against his competition license. Mr. Sowinski appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Jack Marr, and Michael West, Chairman, met on June 10 and 17, 2010 to review, hear, and render a decision on the appeal. Jack Hanifan, regular member of the Court, was out of the country and unavailable for the hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Sowinski, received 6/2/2010.
2. Official Observers Report and related documents, received 6/10/2010.
3. SOM Response to Appeal Letter, dated 6/10/2010.

FINDINGS

In his appeal, Mr. Sowinski offered no new evidence or information that was germane to his case. Following review of all of the witness statements and documentation, the COA finds insufficient evidence to overturn the decision of the SOM.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Sowinski's appeal is deemed not well-founded and his appeal fee will be retained by SCCA.

Appellants are reminded that the Court of Appeals normally requires new evidence that was not available to the First Court as a basis for a well-founded appeal. Procedural errors by the First Court may also form a well-founded appeal. Simply asking for a second opinion without basis is not well-founded.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Michael Collins vs. SOM COA Ref. No. 10-07-NE
June 24, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On June 6, 2010, following the Group 4 race at the "MARRS 4" Regional held at Summit Point Raceway, Ken Zalner, driver of Spec Miata # 73, protested Michael Collins, driver of Spec Miata #75, alleging violation of GCR 6.11.1.A. (Avoiding physical contact) and 6.11.1.D. (Responsibility of an overtaken driver to not impede or block). In addition, Michael Collins protested Ken Zalner alleging violation of 6.11.1.A, B, C, & D. (Driver Conduct). The Stewards of the Meeting (SOM) Dennis Dean, Tom Hoffman, Fred Brinkel (SIT), and Gene Kern, Jr., Chairman, met and heard both protests concurrently. The SOM interviewed witnesses, reviewed video evidence, and ruled that Mr. Zalner's actions did not violate GCR 6.11.1. and disallowed Mr. Collins' protest. The SOM ruled that Mr. Collins' actions were in violation of GCR 6.11.1.D. and upheld Mr. Zalner's protest. Mr. Collins was disqualified from the event and placed on probation for two (2) events. Four (4) penalty points were assessed against Mr. Collins' competition license. Mr. Collins appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on June 24, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Michael Collins received June 14, 2010.
2. Official Observer's Report and related documents received June 21, 2010.

3. Statement from John Nesbitt, MARRS SM Series Steward, received June 15, 2010.
4. Email from Ken Zalner, received June 22, 2010.

FINDINGS

In his appeal, Mr. Collins states that the video evidence he provided to the Court shows Mr. Zalner entered the corner off the normal racing line in an effort to keep Mr. Collins from passing and thus failed to leave racing room in violation of 6.11.1. A, B, C, and D. The Court of Appeals reviewed eleven (11) witness statements and the video evidence viewed by the SOM. The Court also reviewed the video submitted by Mr. Collins with his appeal. The Court determined the evidence does not support Mr. Collins' allegation that Mr. Zalner improperly impeded Mr. Collins' passing attempt.

The Court notes that Mr. Collins was aware that video evidence was reviewed by the SOM, but he was not provided with information on the source. The COA determined the video Mr. Collins provided was seen and used by the SOM in arriving at their decision. Although Mr. Collins provided evidence used by the SOM, his submission of video evidence was determined to be a good faith effort to provide the Court with new and material evidence.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Collins' appeal is deemed well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Arthur E. Smith vs. Compliance Review Committee

COA 10-RI-01

July 12, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On April 15, 2010, Arthur E. Smith requested a Rules Interpretation (RI) under the 2010 GCR Paragraph 8.1.4. (Compliance Review) and FCS Paragraph 9.1.1.D.2.e. (FF Cortina engine pistons). He specifically asked for a determination of the legality of a FF Cortina piston that meets all the specified parameters of the referenced GCR paragraph, but is not a Ford factory supplied part. On June 5, 2010, the Compliance Review Committee issued a judgment that only Ford factory pistons were authorized for use in the Cortina engine. In accordance with GCR 8.1.4. (Compliance Review), the judgment is automatically submitted to the Court of Appeals for review.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on June 24, 2010 and June 30, 2010 to hear, review, and render a decision on the appeal. Jack Hanifan, regular member of the Court, was out of the country and unavailable for the hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Email from Art Smith received on June 14, 2010.
2. Email from Dave Gomberg, Club Racing Board, received on June 30, 2010.

FINDINGS

On April 26, 2010, following Mr. Smith's request for a ruling, Club Racing Board (CRB) Chairman, Bob Dowie, submitted a statement to the National Chairman of the Stewards indicating that the CRB would submit a rules change to the Board of Directors (BOD) to clarify the section on pistons for the Formula F Cortina engine. The Compliance Review Committee, appointed by the Chairman of the Stewards, was asked to put its proceedings on hold pending the CRB action. On June 4, 2010 the Compliance Review Committee was requested by the Chairman of the Stewards to proceed with its hearing and reach an expeditious decision. A ruling was rendered on June 24, 2010. Although the GCR mandates automatic review by the Court of Appeals, Mr. Smith also submitted a statement to the Court via email asking for review and approval of his original request.

The GCR defines specifications for three Formula F (FF) engines: the Ford Kent engine, the Ford Cortina engine, and the Honda Fit engine. GCR paragraph 9.1.1.b. states that "*Formula F is a Restricted Class. Therefore, any allowable modifications, changes, or additions are as stated herein.*" For the Kent engine the GCR lists alternate pistons by part number and manufacturer,

as well as details on the piston dimensions and weights. For the Cortina engine, authorized pistons are referenced as standard, "0.015 inch oversize," and "0.030 inch oversize." Dimensions and weights are also clearly listed. No alternate manufacturers or part numbers are listed in the Cortina piston section.

Mr. Smith asserted that Ford never provided a Cortina engine with 0.030 inch oversize pistons and, therefore, the GCR did not limit his ability to use pistons from a non-factory source as long as the part complied with all dimensions stated in the GCR.

Because of Mr. Smith's assertion regarding the 0.030 inch oversize piston, the Court requested assistance from the Club Racing Board and SCCA's Technical Staff. The Court also obtained expert testimony from the Board of Directors' Special Technical Liaison to the Court of Appeals and a nationally recognized Formula F engine builder.

Following exhaustive research, SCCA's Technical Staff in association with the CRB, provided the Court with Formula F GCR specifications from 1969, 1970, and 1971. The Court understands these were the formative years for the class. This historical data was central to determining if Mr. Smith's assertion regarding oversize Ford Factory pistons was accurate or not. These historical documents also provided context for the 2010 GCR's wording regarding the restrictive nature of the Formula F preparation rules.

The 1970 GCR states in section 7.2.A.: "The engine shall be standard Ford Cortina 'crossflow' and may not be altered, modified, or changed in any respect unless specifically authorized herein." In addition, Section 7.2.E. in the 1970 GCR lists a 0.030 inch oversize piston with part numbers 2737E-6102 or 2737E6102AE.

First, the language limiting modifications to Formula F engines has not changed substantially over the years. Preparation rules for the class have always been and continue to be very restrictive by design. Second, the 1970 GCR clearly states Ford of England offered 0.030 inch oversize pistons for the Cortina engine through their factory supply chain.

Based on the restrictive preparation rules set forth in the 2010 GCR, and that a Ford factory supplied 0.030 inch oversize piston was available even though the 2010 GCR does not list the part number, the Court does not agree with Mr. Smith's position that the GCR's wording permits use of pistons from a non-factory source. Any piston used in the Ford Cortina 1600 'crossflow' engine other than pistons supplied by Ford are non-compliant.

DECISION

The Court of Appeals upholds the Review Committee ruling that non-factory pistons are non-compliant for the Cortina engine.

The CRB advised the Court that it is receptive to member recommendations for a change in the rule to allow alternate manufacturer, dimensionally equivalent pistons. All requests will be subject to full assessment by the CRB, including obtaining member input.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 11-13, 2010

The Solo Events Board met in Kansas City June 11-13. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

GENERAL

- The SEB has an anticipated opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com.
- Nominations are requested for the Solo Driver of Eminence and Solo Cup awards. These should be sent to the SEB via www.sebscca.com.
- The following administrative rule change proposals are published here for member comment:

- Revise section V.E in Appendix E as follows:

V.E.

"Effective 1/1/09, following an initial one year licensing as a SSS, the SCCA Central Licensing Department shall issue a renewal application every three years, pending completion of the appropriate number of events and continuing education as a Solo Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events recorded in the application and signature of the SSSI who presented the continuing education seminar. During each three year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal.

Effective 1/1/11, all SSS must complete the requirements for 3 year licensing not later than 2 years after initial licensing."

Also add to the end of V.F as follows:

"Continuing education requirements for SSSI may be satisfied by attending a SSS seminar conducted by another instructor or conducting one seminar each year."

- Delete 3.3.3.A.3 (Rule book requirement for Annual Tech).
- Change 7.9.1 to read as follows:

"A clearly-visible line around its base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible and this inner edge will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed. <updated diagram>

- Change the second sentence of 2.3.B to read as follows:

"Any series of three or more course markers which are generally in a line..."

- Change the first sentence of 7.9.3 to read as follows:

"A 'DNF', or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the correct course route from the stage line through the timing start line, or for unnecessarily delaying the event."

- Change the second sentence of 7.9.2 to read as follows:

"If the competitor stops, he or she must proceed off course and will then be granted a rerun."

Also move the second paragraph of 7.9.2 to become a new third paragraph of 7.4, and reword its second sentence to read as follows:

"Failure to exit the remainder of the course at an appropriately reduced speed (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid

impeding the progress of the car following, and to ensure the event remains on schedule.”

Also change the first sentence of 7.4 to read as follows:

“Reruns will be granted only for timing failure, object on the course, *or red flag*, and will not be given because of mechanical or other failure of the competitor’s car.”

- The previously published proposal to change Section 4.9 has been withdrawn. In its place, the SEB is proposing to either take no action regarding this section, or do **one** of the following, effective 1/1/2012:
 - Remove 4.9 completely. Competitors should note that this does not prevent the SEB from following normal processes to adjust, consolidate, restructure, or eliminate classes; Section 4.9 provides a set of conditions under which they are required to consider action, but it does not constrain them from considering action under other circumstances.

OR

- Revise 4.9 to read as follows:

“If a class fails to field a combined total (Open and Ladies’) of at least seventeen (17) entrants for three consecutive years at the Solo National Championship, then for the following year that class will be *reviewed for action by the SEB*. Changes to be considered may include, but are not limited to:

- a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
- b) *addition of new makes/models*
- c) *consolidation with another class or a portion thereof*
- d) restructuring
- e) elimination

This is not intended as the only criterion for class adjustments, additions, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes.”

SAFETY

- The SSF and cornering speed information currently contained in Appendix E is to be moved to a new Appendix J, Reference Information. Subsequent Appendices will be re-lettered accordingly.
- Competitors are reminded that they cannot use any form of upper body restraints (including Turner belts) if the top of the driver’s helmet is above the top of the roll bar (see 3.3.1).

TIRE RACK SOLO NATIONALS

- Competitors in Modified classes should be prepared for the possibility of being weighed after their first and second runs, as well as after their third runs.

STREET TOURING

- Per the STAC, the following corrected version of the previously-published tire rule proposal is provided here for member review:
 - Change 14.3 to read as follows:

“14.3 TIRES

Tires must meet the eligibility requirements of the Stock category, with the following additional restrictions:

- A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
- B. Tires may have section widths up to and including the following:
 - ST, STS, STR (AWD) – 225 mm
 - STX (AWD), STU (AWD) – 245 mm
 - STR (2WD) - 255 mm
 - STX (2WD) – 265 mm
 - STU (2WD). – 285 mm

- C. Tires must have a minimum UTQG tread wear rating of 140 *and a minimum molded tread depth of greater than 7/32", as manufactured.*
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa "

Note: the previous exception in 14.3 regarding "excluding 13.3.F" has been removed. Each tire model must be sold in at least four rim diameters with a total of at least six sizes.

- The SEB and STAC are considering whether the treadwear rating minimum in 14.3 should be 180 or 140. Discussions are ongoing and member input regarding this aspect is requested.

STREET PREPARED

- The SPAC and SEB are still seeking member feedback on the proposed reclassification of the Mitsubishi Evo from BSP to ASP.
- The SPAC has issued the following correction to their previously-published list of proposed reclassifications:
 - The BSP Datsun/Nissan listings for the 280ZX and 300ZX variants should read as follows:

Datsun/Nissan

280ZX, 280ZX Turbo (79-83)
 300ZX, 300ZX Turbo (84-89)
 300ZX, 300ZX Turbo (90-96)

- The following rule change proposal is published here for member comment:
 - Change 15.10.P to read as follows:

"P. Any metal clutch assembly, metal flywheel or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g. clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. *Replacement or substitution* of the slave cylinder is permitted, but does not allow non-original methods of clutch actuation (e.g. pull type versus push type)." (ref. #1426)

MODIFIED

- The following rule change proposals have been recommended by the MAC and are published here for member comment:
 - Add to Appendix A, Modified Class F, Section C.2.s (Solo Vee allowances) as follows:

"A device for locking out reverse gear may be used." (ref. #1386)
 - In Appendix A, Modified Class C, change item B under "Exceptions to the GCR..." to read as follows:

"B. For S2000 minimum weight with driver is as follows:
 1280 lbs. for cast iron head and no cam change
 1305 lbs. for aluminum head OR cam change"

KART / FJR

- The SEB has approved for implementation, effective immediately, the previously-published changes which add 10 lbs. across all of FJA, and reduce the weight for the Comer K80 (19.2.A.2.b.3) to 235 lbs. See the May Fastrack for details.

NOT RECOMMENDED

- Change to 2011 V6 Mustang classing in Stock (ref. #1440)
- Aftermarket axles in SP (ref. #1279)
- E85 prohibition (ref. #1546) Comment: This change would not be consistent with the SP fuel allowances. E85 is a readily available pump fuel.
- ST Toyo R1R tires (ref. #1342) Comment: Tires used in ST are monitored for appropriateness for the category and may be added to the exclusion list (14.3.C) at any time.
- Coil spring sliders in SP (ref. #1416) Per the SPAC, use of this device is not compliant with SP allowances. There are ways to accomplish this within the current rules such as helper springs, shortening shocks.

TECH BULLETINS

1. General: The clarification regarding Scott Russell linkages in Appendix F under General items is corrected to read as follows: "A Scott Russell linkage is a locating device similar to a panhard rod or a Watts linkage, which generally accompanies a solid axle rear suspension." (ref. #1414)
2. General: The section header for 1.5, SUPPLEMENTARY REGULATIONS, should not be underlined.
3. Stock: Regarding the removal of interior rear luggage covers and/or rear seat backs, the configurations specifically described in the Owner's Manual are permitted (ref. #1413, 1745).
4. Stock: Section 13.2.A specifically cites lights as a comfort and convenience item. Alternate lights are thus permitted, provided they meet the requirements of providing no performance advantage and no reduction in weight (ref. #1753)
5. Street Touring: Information regarding catalytic converter types and EPA labeling, as referenced in 14.10.E, can be found on the EPA's web site in this document: "What you need to know about using, installing, or buying aftermarket catalytic converters" at <http://www.epa.gov/otaq/cert/factshts/catcvrts.pdf>. In addition, California has recently moved to CARB certification for aftermarket cats, so a CARB "EO" number also meets the EPA labeling requirements (ref. #1439)
6. Street Touring: Section 14.10.D stipulates that downpipes may be replaced with alternate units that are emissions legal. A divorced downpipe does not directly alter the internal wastegate bypass function, rather it alters the flow after the valve and indirectly diverts less exhaust gas through the valve. 14.10.F states that the increased boost pressure is permitted from this function.
7. Modified: Add to the Appendix A, Modified Class C, the list of approved manufacturers for S2000:
"Shannon" (ref. 10-189)

RALLYCROSS BOARD

RXB MINUTES | June 14, 2010

The RallyCross Board (RXB) met via conference call June 14. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance was Dick Patullo from the Board of Directors and Pego Mack from the National Office.

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

Chairman Ricker called the meeting to order at 8:06pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom Nelson reported that he has narrowed his search for an additional Safety Committee member and hopes to present that candidate for approval by the RXB at the next meeting. The RXB also discussed safety aspects of the recent Eastern States Championship. Pego Mack reported that the event went smoothly and that it was a well-organized event.
2. RallyCross Rules Committee (Mark Utecht): Mark Utecht reported that the redrafted 2011 RallyCross Rules have been reposted on the forums and are receiving many comments. He urged the RXB to read and follow the forum discussion to be ready to vote on the final version in the August meeting.

Old Business

1. Annual RallyCross Award: Brent Blakely reported that he has one final contact to make in his research into the history of RallyCross. He said that an award could be presented for this year. Bob Ricker requested that a proposal be ready for the next RXB meeting.
2. New RXB member request: Tabled until next meeting.
3. Points Keeper: Tabled until next meeting.
4. E-Blast: Bob Ricker will be ready by the next meeting to present a name of a coordinator of the RallyCross E-Blast.
5. National Championship: The RXB discussed many organizational aspects of the event. Tom Nelson requested that the event schedule not be as tight as 2009 because of potential of storms during August. Pego Mack will open the event schedule to accommodate for possible storm-related delays.

New Business

Event Descriptions: The RXB requested written descriptions of RallyCross events—Regional, Divisional, National Challenge, East/West Championship, and National Championship. Pego Mack will write up descriptions of these events and the RXB will adjust those descriptions if necessary.

The meeting was adjourned at 9:32pm CDT.

Next meeting: July 12, 2010

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RXB MINUTES | June 12, 2010

The RallyCross Board (RXB) met via conference call July 12. Attending were Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance were Bill Kephart, Board of Directors liaison, and Pego Mack from the National Office.

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

Mark Utecht conducted the meeting and called it to order at 8:10 pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Nothing to report.
2. RallyCross Rules Committee (Mark Utecht): Mark Utecht reminded the RXB to stay current with the member comments on the forums. He reiterated that July 15 is the last day for member comments, at which point the Rules Committee will have two weeks to redraft before handing its final version to the RXB for a vote at the next RXB meeting.

Old Business

1. Annual RallyCross Award: Brent Blakely reported that he has completed his research into the history of RallyCross. The RXB agreed that no specific name for the award was necessary. Mark Utecht volunteered to make a first draft of a description for the award.
2. New RXB member request: Tabled until next meeting.
3. Points Keeper: Contacts have not yet been made. Tabled until next meeting.
4. E-Blast: Mark Utecht requested that Brent Blakely post a request at the forums for interested parties to do a RallyCross E-Blast. Pego Mack said that the SCCA would provide all necessary training.
5. National Championship: The RXB discussed several aspects of the National Championship including contingency possibilities, protests and start order procedures for the event.
6. Event Descriptions: Pego will have this to the RXB as soon as possible.

The meeting was adjourned at 9:05pm CDT.

Next meeting: August 9, 2010

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>
Forms: <http://www.scca.com/contentpage.aspx?content=45>
Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>
Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>
Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>
General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

RALLY

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

SCCA NATIONAL CONVENTION

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

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

BOARD OF DIRECTORS

SPORTS CAR CLUB OF AMERICA BOARD OF DIRECTORS | Aug. 23, 2010

The Board of Directors seeks member input on the following proposal regarding the National Club Racing program and the National Championship Runoffs. Please provide input to this proposal through <http://www.crbcca.com/>.

Directionally, the Board believes unanimously that, going forward, the National Championship Runoffs should be an event that showcases the "Best of the Best." In reviewing past and current criteria and operations of the event, the Board recognizes that, while the event continues to provide excellent competition and a worthy platform to crown Champions, the event has focused on widespread inclusion of late instead of the "Best of the Best" concept.

With this in mind, the Board proposes the below criteria for Runoffs invitations beginning with the 2011 season.

Qualifications for Runoffs

- Must start 4 races/2 in Division
- Must finish 4 races regardless of Division
- Assuming participation levels have been met, a driver has three ways to earn a Runoffs invitation. A driver must meet at least one of these three criteria to receive an invitation. They are:
 1. Drivers finishing in the top three of their Division in their class in the current season.
 - Places far greater importance on the Divisional Championships and local National races
 2. Drivers finishing in the top 50% of the Nation-wide point standings in the current season
 - Example: 100 drivers score points in a class in the current season, the top 50 will receive an invitation
 - Rewards drivers that may not have made the top three in their Division but have proven that they are among the "Best of the Best" by scoring high in the Nation-wide points.
 - This percentage could be adjusted in the future to become more exclusive. This percentage would be set prior to the beginning of the National racing season and held throughout that season.
 3. Drivers scoring enough Nation-wide points that would have placed them in the top 50% of the previous year's standings for that class.
 - Example: 100 drivers score points the *previous* year, with the 50th place driver scoring 35 points. Any driver scoring 35 points in the current season will receive an invitation.
 - This will give drivers who race early in the year (SE, SW, SP) a defined point level to earn an invitation since these drivers will not be able to predict that early in the season if their effort would result in a top-50% finish.
- Classes may have a cap on the number of race starters based on track length.
 - o Cars may need to qualify in order to take the green flag for the race.

Additionally, the Board proposes to change the Runoffs qualifying minimum from 120% to 115% of the pole time

- o Requires a higher standard of performance at the Runoffs

National Racing Classes

The Board approved a motion Aug. 21, 2010 that it will not grant any waivers of the 2.5 National Class sunset rule this year.

The Board recognizes that actions in recent years regarding the birth and sunset of classes in both Regional and National level racing have been inconsistent in practice and, at times, not consistent with the GCR.

In evaluating past decisions and the results of these decisions, the Board wishes to further evaluate criteria that foster healthy classes with good competition throughout the National racing program. This can be through the existing 2.5 rule, a set number of National classes (potentially less than the current 29) or a combination of the two.

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The Board recognizes that National classes are not universally healthy and supports the enforcement of criteria to both remove low-subscribed classes and establish new classes in the Regional program with the ability to gain National status through success across the country.

The Board believes that, from this point forward, new classes should earn National status through Regional racing success, much like the path of Spec Miata, and not simply have that status granted.

The Board seeks member input on:

- A maximum number of National Classes (if there should be a limit and what that limit should be)
- The criteria for determining that number of classes
- The current GCR Article 9.1.12, which deals with the 2.5 minimum participation level for National Class status.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | Aug. 3, 2010

The Club Racing Board met by teleconference on August 3, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager, Club Racing; Ryan Miles, Technical Coordinator, Club Racing. In addition to those items covered in Technical Bulletin 10-09, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at <http://www.crbscca.com/>

GCR

1. #1219/#1234/#1259 (Timothy Gerrity/Stevan Davis/Stevan Davis) Letter #494 Impound waiver and lap records
In response to member input on the previous rule change proposal for section 5.9.3.D (letter #494, May Fastrack), the CRB withdraws that proposal in favor of the following:

Delete section 5.9.3.D completely.

Add a new section 3.8.6 as follows:

"A driver may refuse all event/series awards by notifying the Chief Steward before his race. He must meet all other GCR requirements, including impound. He may earn a lap record and, provided he finishes, he may receive license credit for the race."

Add a new section 5.10.4.8, as follows:

"A driver not competing for event/series awards will be listed on the final results in the correct finishing position with a notation citing 3.8.6. No points will be assigned, if any would have been earned. An earned lap record remains intact."

2. #1272/#1285/#1348 (Rick Balderson/Nick Hallman/Rick Balderson) Input on modifying GCR 3.3.B
In response to member input on proposed changes to 3.3.B (letter #423, February Fastrack), the CRB withdraws that proposal in favor of the following:

Change section 3.3.B to read as follows:

"B. Organizers of SCCA sanctioned races may be any of the following:

1. *One or more SCCA Regions,*
2. *An SCCA Division,*
3. *SCCA Club Racing."*

3. #2388 (CRB) Change required items on race results
In 5.10.4.B.4, change as follows: "~~and~~, car make and model, *and sponsor information.*"

In 5.10.4.B.5, change as follows: "*and* accident reports,~~and sponsorship.~~"

[These changes are for the benefit of members who report expenses for tax purposes.]

FORMULA

FA

1. #2165 (Matt Miller) Allow removal of camera mount flange from roll hoop of Swift 016
In 9.1.1.A. Table 2, Swift 016, to allow the removal of the camera mount, add the following to the Notes after "**Dimensions:** Reference Appendix A illustrations provided by Swift Engineering. All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches. The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift.":

"Exception: In Appendix A illustrations 1 and 3 the un-dimensioned camera mount on the roll bar above the 37.83 height dimension may be removed. If the camera mount is removed the faring must be re-shaped to continue the contour lines of the roll bar below the 37.83 height dimension."

FF

1. (Multiple) Input on #1121 in June Fast Track Aluminum Calipers
Based on member comments, the recommended rule in the July Fastrack for FF/FC brake calipers is amended to remove the restriction that all pistons in a given caliper must be of the same size. The resulting proposed rules will then be:

Replace 9.1.1.B.6 with:

“Unrestricted, except:

- a. Maximum of 4 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. Brake rotors are restricted to ferrous material.”*

Replace the first paragraph of 9.1.1.D.10 with:

“Unrestricted, except:

- a. Maximum of 4 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. Brake rotors are restricted to ferrous material.”*

FF/FC

1. #2228 (Richard Pare) FF/FC Rules clarifications
The CRB received a proposed revision of the FF/FC construction rules. The Formula and Sports Racing Advisory Committee reviewed and revised the submission and recommended presenting it to the membership. [Only sections of the FF and FC specifications with revisions are shown.]

D. FORMULA F PREPARATION RULES

NOTE: Contained herein are the 1986 Formula F chassis construction requirements (~~see D.7 and D.8~~) *which are required for Formula Continental. Sections D. General Restrictions, D.4, D.5, D.7, D.8, D.9, and D.10 are required for Formula Continental also.*

[Add the following after Definition section.]

General Restrictions

- a. The use of carbon fiber and/or Kevlar reinforcement, titanium, ceramic, high strength composites and similar materials is prohibited, unless specifically permitted. The use of the word “unrestricted” in any section does not indicate their allowance.*
- b. The use of materials other than those specified in section 9.1.1.D.a above for seals, bearing and bearing liners, thread locking systems, windscreens, mirrors, instruments, wiring, electronic systems, electrical systems, cooling, hydraulic and oil systems, etc., is permitted.*

D.4. Transmission

Any transmission may be used with not more than 4 forward *change* gears and an operational reverse gear. *The gear ratios are unrestricted.*

- a. The use of automatic and/or sequentially shifted gearbox is prohibited.
- b. Electronic *and/or electro-mechanical* assisted gear change mechanisms and electronically controlled differentials are prohibited.
- c. Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).
- d. All change gears must be located in the case aft of the final drive.*

D.5. Final Drive

Any final drive unit may be used except:

- a. Drive shall be to *the* rear wheels only.
- b. The differential *shall be of standard “open” type and* cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

D.6. Clutch

The use of any single plate clutch is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel, and provided that it shall have an operable clutch system. Carbon Fiber clutches are not permitted.

D.7 Chassis/Frame

Formula Ford 1986 construction requirements as of January 1, 1986 as revised January 1, 2010 *201x*. All new Formula F and *FC* cars are to be built to the specifications covered in D.7 and D.8. (~~Also required for Formula Continental.~~) *Exceptions*

specific to FC are stated in the FC rules.

- a. The chassis *and all bulkheads* shall be of steel *tube and panel* space-frame construction *only*. Forward-facing braces that protect the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. (The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.)

The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; (i.e., pedals not depressed) and shall remain behind the front bulkhead. The lower main frame rails shall be a minimum of 25 centimeters (9.84 inches) apart (inside dimension) from the front bulkhead to the rear roll hoop. ~~Monocoque-type structures are prohibited.~~

Forward-facing braces that protect the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. (The front bulkhead is defined as the *vertical and* transverse section of the frame immediately ahead of the pedals and drivers feet. *This does not preclude a secondary forward bulkhead ahead of this "front" bulkhead.*)

~~A stress-bearing floor pan constructed from a minimum of .060 inch heat treated aluminum sheet or 18 gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch. The floor pan may be constructed in multiple sections.~~

~~The front bulkhead, forward roll hoop (dash hoop) bulkhead and main hoop bulkhead may also utilize stress-bearing panels. No other stress-bearing panels are allowed.~~

~~Stress-Bearing Panel Definition: Any sheet material that is attached to the frame by welding, bonding, riveting, threaded fasteners, or any combination thereof, the centers of which are located closer than 6 inches. No materials other than aluminum or sheet steel are allowed for use as stress-bearing panels. Stabilized materials (honeycomb) are not permitted as stress-bearing panels.~~

Further reinforcement of the frame structure shall be in accordance with the allowances specifically stated herein. No other methods of reinforcement will be allowed. No panels or components other than the required and optional load bearing panels may be attached to the chassis for structural purposes.

The chassis shall carry a mandatory load-bearing floorpan, and may incorporate optional load-bearing bulkhead panels on the main and dash hoops and the front bulkhead immediately ahead of the driver's feet. The optional bulkhead panels may be attached in the same manner as the floorpan fastening and use the same material requirements.

At a minimum, the floorpan shall extend from the rear main hoop bulkhead to the front bulkhead. Floorpan material is restricted to heat treated aluminum alloy, minimum thickness .060 inch, and/or steel sheet, minimum 18 gauge.

At a minimum, the floorpan shall be attached to the chassis lower rails at or adjacent to its full perimeter by any combination of welding, bonding, riveting, or bolting. The centers between any two adjacent fasteners shall be no more than 6 inches apart. The floorpan may not "wrap up" on to the chassis sides to any point above the top surface of the lower main frame rails.

The floorpan may be constructed in more than one section. For its entire length, the floorpan shall consist of substantially flat panel(s) in plane(s) approximately parallel to the ground plane (not counting chassis "rake"). In addition, "stepped" or sloped floorpans ahead of the dash hoop are permitted, however, the maximum vertical distance from the point of attachment to the base of the main hoop to the point of attachment at the front bulkhead shall be 25.4mm (1 inch).

- b. The area between the upper and lower main frame tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by *at least* one of the following methods to prevent the intrusion of objects into the cockpit.
1. Panel(s): minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or 18 gauge steel, *securely* attached to the outside of the main frame tubes. No other material types will be allowed for these panels.
 2. Reinforced body: at *a* minimum, consisting of *a minimum of* two layers of 5 ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. (5 *or more* layers are highly recommended.)

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~

The material *steel tubes* used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material (*equal or greater material stress area and yield strength*).

- c. A firewall(s) that seals the drivers' compartment (cockpit) *and from* the engine compartment is required. Forward facing ducts may be installed to deliver air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver.
- d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be ~~non-ferrous~~ *metal*, of any shape, and attached to the frame in any manner.
- e. *Instruments may be mounted in non-metallic panels (e.g., composite or plastic) securely affixed to the dash bulkhead.*
- ef. Impact Attenuators: See GCR 9.4.5.G. *Additional attenuators are highly recommended.*
- fg. No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.

D.8. Bodywork

For the purposes of this section, bodywork includes all panels external to the chassis/frame and licked directly by the airstream. This includes panels above or below the floor pan, and the bottoms of any side pods, *but does not include any brake ducts.*

- a. The bodywork opening giving access to the cockpit shall have the following minimum dimensions:

Length: 60cm (23.62 inches)

Width: 45cm (17.72 inches)

This width extends over a length of 30cm (11.81 inches) minimum. This minimum rectangular opening may exist anywhere forward of the firewall. Forward-facing roll bar/cage bracing and padding will not be considered in these dimensions.

Bodywork shall be of glass fiber construction, and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted.

- b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended.
- c. Bodywork (including undertrays, floor pan, spoiler and any attached components except for suspension components) shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than 100cm (39.37 inches) behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions. Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal section. *Undertrays and floorpans may extend laterally past cockpit sides, sidepods, and engine compartment enclosures, but only up to the 95cm maximum allowed width.*

There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. *Primarily vertical air diverters forward of the main hoop (e.g., "bargeboards") that stand away from the bodywork and are attached to (or through) the bodywork or floorpans/undertrays shall be considered as creating forward facing gaps and are not permitted.*

All bodywork shall be firmly attached to the chassis.

~~For Formula Ford, a~~ A wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce.

Wings and other airfoil devices ("dive planes", etc.), whose primary purpose are to create aerodynamic downforce, are prohibited.

Any part of the car that has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce.

A single rear spoiler, that may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

- d. It is the intent of these rules to minimize (not eliminate) the use of "ground effects". A reference area is defined by the full width of the lowest surfaces of the car licked by the air stream between the front axle centerline and the rear of the rear tires. These surfaces may include the floor pan, undertrays, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this reference area, the lowest surfaces licked by the air stream must be flat with a total vertical tolerance of 2.54cm.. An undertray beneath the engine, bell housing and/or gearbox is not required.

(For FF only) No part of *the* bodywork is allowed to have any down-turned fences or intermediate strakes. ~~and n~~ *No* bodywork below the horizontal centerline of the differential and to the rear of the rear tires may be wider than 16 inches.

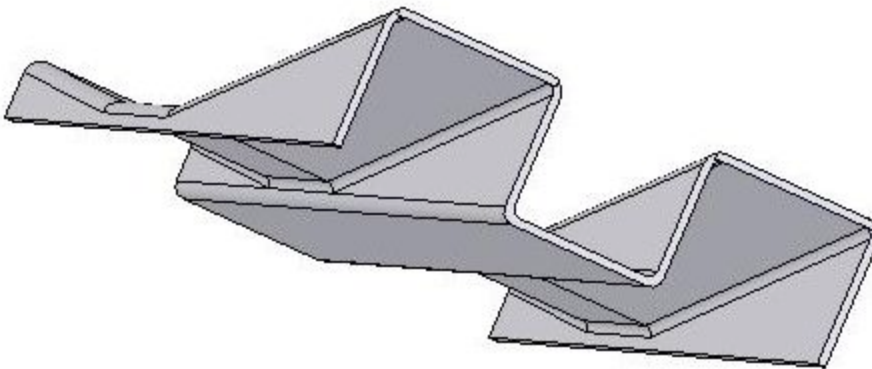
The perimeter of any reference area surface that transitions upward to any bodywork may use a maximum 1 inch radius.

Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays are not subject to the reference area restrictions.

Fairings for streamlining suspension pickups are not subject to the reference area restrictions; however, such fairings shall be symmetrical about their horizontal axis.

Measurement for compliance of the ~~defined~~ *reference* area shall be performed as follows:

1. A non-flexible straight-edge bar shall be placed against the lower surface of the reference area in a suitable section (unworn and flat enough to prevent rocking of the bar) from which the bar can be oriented to measure all parts of the reference area. The competitor shall be responsible for the availability *and condition* of such a surface. The bar shall be of sufficient length to reach all portions of the reference area from that surface.
2. All measurements shall be taken vertically from the bar to the reference area surfaces. The total maximum vertical distance (additive upward and downward) from the bar to any part of the reference area surfaces shall be 2.54 cm. Skid blocks and or rub strips are not included in this measurement.



No aerodynamic devices (e.g., skirts, body sides, skid "planks", undertrays, skid blocks, etc.) may extend more than 1 cm (.394 inches) below the reference area.

Shaping of the lower surfaces to create “venturi” type tunnels is prohibited. An example of venturi tunnels is shown in the following figure.

- e. It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.
- f. Carbon fiber is not permitted in any external bodywork. Cockpit interior panels, internal ductwork, air intakes and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.
- g. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit.

D.9. Suspension

Suspension is defined as the system of springs, shock absorbers, control arms, links, *mounts*, etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering components, *wheels*, etc., are not considered as suspension in this section.

All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings, bushings, spring caps, abutment nuts, *mounts*, shock absorber caps and nuts. Titanium and carbon fiber *and other non-metallic composites* are prohibited *in any suspension component*.

Front and rear hub carriers shall be only steel, or aluminum *or magnesium* alloy for cars manufactured after January 1, 1983. ~~(applies to FF only)~~

Springs shall be steel only.

Control arms and all associated items that attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit. *“Anti-Intrusion” bars are highly recommended on the front suspension arms.*

Shock absorbers: Design: unrestricted; casing material: steel *and/or* aluminum alloy.

~~All components that are not defined as chassis/frame or suspension are unrestricted, unless otherwise restricted by these rules or the GCR. Titanium is prohibited. Carbon fiber is prohibited~~

It is not permitted to attach spoilers, fairings or other devices that may exert downforce to the movable suspension members. If the suspension member is of streamline or airfoil cross section, it shall be symmetrical about its horizontal axis. Brake lines may be attached to suspension members. Brake lines may be enclosed in a symmetrical fairing.

D.10. Brakes

~~Unrestricted, except that calipers shall be cast iron, and rotors are restricted to ferrous material.~~

Unrestricted, except:

- a. *Maximum of 4 pistons allowed per caliper. All pistons in a given caliper must be of the same size. Calipers must be ferrous or aluminum alloy.*
- b. *Brake rotors are restricted to ferrous material.*
- c. *Rotor hats must be metal.*

Forward facing brake cooling ducts may be installed, but shall serve no other function or purpose.

B. FORMULA CONTINENTAL PREPARATION RULES

Formula Continental is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.

Description: Single seater racing cars as defined by these regulations.

~~All newly constructed cars shall meet the 1986 construction rules for Formula Ford cars as revised January 1, 2010, except as allowed in these Formula Continental preparation rules.~~

Formula Continental construction is governed by the Formula F rules in 9.1.1.D.1 General Restrictions, 9.1.1.D.4, 9.1.1.D.5, 9.1.1.D.7, 9.1.1.D.8, 9.1.1.D.9 and 9.1.1.D.10 as revised January 1, 201x. Any additions and/or exceptions specific to FC are as stated herein.

B.1 Chassis

The chassis shall be of tubular steel construction with no stress-bearing panels except bulkhead and undertray; curvature of the undertray shall not exceed 2.54cm (1 inch). Monocoque chassis construction is prohibited. Stress bearing panels are defined as: sheet metal affixed to the frame by welding, bonding, rivets, bolts, or screws which have centers closer than 15.24cm (6 inches). Body panels cannot be utilized as stress-bearing panels, except as required for 1986 construction rules. The use of composite materials using carbon and/or Kevlar reinforcement is prohibited.

No engine oil or water tubes are permitted within the cockpit.

It is not permitted to construct any suspension member in the form of an asymmetrical airfoil or to incorporate a spoiler in the construction of any suspension member. Symmetrical streamlining of suspension members is permitted.

Shall comply with 9.1.1.D.7 with the following additions/exceptions.

Additions/Exceptions: none.

B.2. Bodywork and Airfoils

Shall comply with 9.1.1.D.8 with the following additions/exceptions:

See Table 4. (*Both front and rear wings*/airfoils are a requirement for this class.) *Kevlar reinforcement is permitted.*
The use of composite materials using carbon reinforcement is prohibited, except as permitted herein.

The use of "ground effects" is limited. Deviation of the undertray may not exceed 2.54cm (1") in the area between the rearmost point of the front tire to the frontmost point of the rear tire. Diffuser undertrays are permitted.

Cockpit: Forward-facing roll bar/roll cage bracing and required padding will not be considered in the dimensions shown in the table.

"Dive Planes", downturned fences and vertical strakes are allowed. "Bargeboards" are not allowed.

Wings, airfoils, and spoilers may incorporate provisions for manual external adjustment. Provision for adjustment by the driver or remotely while the vehicle is in motion or stationary is not permitted.

The reference area of 9.1.1.D.8.d shall extend from the rearmost point of the front tires to the frontmost point of the rear tires.

Diffuser undertrays are permitted to the maximum bodywork width, but any portion within the reference area must comply with the reference area measurement rules.

B.5. Suspension

All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings and bushes, spring caps, abutment nuts, anti-roll bar links, shock absorber caps, and nuts. Titanium is prohibited.

Springs: Steel only.

Shock Absorbers: Steel or aluminum alloy body.

Shall comply with 9.1.1.D.9 with the following additions/exceptions:

B.6. Brakes ~~Unrestricted (with the below restrictions)~~

Brake rotors and calipers must be ferrous.

Shall comply with 9.1.1.D.10 with the following additions/exceptions:

Additions/Exceptions: none.

B.9. Transmission

- a. The gearbox shall contain not more than four (4) forward gears and include an operable reverse gear, capable of being engaged by the driver while normally seated. The ratios are unrestricted.
 1. The use of automatic and/or sequentially shifted gearbox is prohibited.
 2. Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited.
 3. Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole

~~exception are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts). All change gears must be located in the case aft of the final drive.~~

~~b. Rear wheel drive only is permitted.~~

~~c. Final drive ratio is unrestricted.~~

~~d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.~~

Shall comply with 9.1.1.D.4, D.5, with the following additions/exceptions:

Additions/Exceptions: none.

B.12. Converted Formula F

Cars shall reapply for homologation as Formula *Continental* cars and meet the 1986 construction rules for Formula F (9.1.1 *Sections D. General Restrictions, D.4, D.5, D.7, D.8, D.9 and D.10.*

GRAND TOURING

GT2

1. #1794 (Ron Tambourine) Allow Transaxles in GT2 RX-7/RX-8

In 9.1.2, GT-2, add to Mazda RX7/RX8 Notes: *"May run transaxle with 100 lb. weight penalty."*

IMPROVED TOURING

1. #1767 (CRB) Rule changes to authorize weight changes for old listings

The IT Advisory Committee has recommended to the CRB certain changes and additions to 9.1.3.C. These are intended to accomplish the following goals:

1. Reinforce the idea that there is a "process weight" based on physical attributes of the vehicle, as well as possible performance-based adjustments. It is only the performance-based part of the weight that can be manipulated as time goes on.
2. Specifically allow changes to listings made before the last large scale ("Great") realignment. However, since these listings have been around for some time and there may be some racing history (something not possible with new listings) consideration of that history is permissible and an adjustment could be assessed with a restart of the adjustment period.
3. Make it clear that errors may be corrected even when the normal adjustment period has expired. Examples of errors are if a car is known to make much more than expected horsepower or perhaps a math error was made during the initial classification.
4. Maintain the "no guarantee of competitiveness" clause. During the first four years of a listing, there is a reasonable attempt to make sure it is reasonably competitive. But after that, other than in the case of an error, the escape clause which follows this text in the rules would be the only way to change that weight, and that clause is only likely to be exercised in the case of an over-dog. It is not the intent to use such adjustments at this time, however, it is understood that it might be necessary in some rare cases.
5. The effect of all of these changes would be that some old listings (cars not changed during the last realignment and that haven't been changed since) can now have the same new-car process applied to them. This would not require the adjustment of all cars at once. The determination of the most recent weight-assignment date can be easily determined by searching Fastrack. Any such adjustments restart the adjustment period so there would be 4+ years to make additional adjustments if it turned out that the process doesn't properly estimate their potential.

In 9.1.3.C, replace the third paragraph with the following:

"During the initial vehicle classification process, the Club shall assess vehicle performance factors such as – but not limited to – manufacturer's published specifications for engine type, displacement, horsepower, and torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based *only* on such *clearly measurable physical* factors, a minimum allowable weight shall be established. At the end of the second, third, and fourth *full* years of classification, the vehicle's racing performance relative to other vehicles in its class ~~shall~~ *may* be evaluated. If the Club deems that, in the interest of fostering greater equity within a class, a vehicle should be reclassified to another Improved Touring class, such a reclassification ~~shall~~ *may* be made. Alternatively or additionally, if the Club deems that an upward or downward revision in the minimum allowable weight is warranted, such a "performance compensation adjustment" ~~shall~~ *may* be made. ~~Any performance compensation adjustments made after the second and third years of classification shall be provisional. At the end of a vehicle's fourth full year of Improved Touring classification, an assessment of class equity shall be made and the vehicle's minimum weight shall be established.~~

Cars with weights assigned prior to 1/1/2005 may have their weights reassigned using the same process that is used for new listings. Should this occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and an adjustment may be included in the new minimum weight, and the adjustment may be reconsidered at the end of any of the first four full years of competition.

If at any time an error is discovered in the physical factors used to assess a vehicle's weight or an error was made during the application of the weight-assignment process, the error may be corrected. Should such an error correction occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and a performance compensation adjustment may be included in the new minimum weight, and the racing history of this model may be evaluated for an adjustment at the end of any of the first four full years of competition after the correction is made."

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

1. Call for Advisory Committee members

The CRB requests that members who would be willing to serve on one of the category Advisory Committees submit a brief statement of interest. The statement should include a summary of SCCA racing experience and any other pertinent personal background information. Please state the committee on which you wish to serve. (Members who have previously submitted resumes need not respond again.)

2. GT2 Panoz Esperante GTS

The Panoz company is no longer supporting these cars for a spec series. Thus, engines and other components will no longer be sealed. The CRB advises the owners of these cars that all of the current specifications will continue to be enforced, but that the formerly sealed components are subject to inspection in the same way other cars in the class are. The *Competition Rules* and the *Tech Guide* for these cars will be updated prior to the Runoffs to reflect the new situation. A new, detailed engine specification will be added.

NOT APPROVED BY THE CRB

GCR

1. (Multiple) National Race Scheduling

The CRB received a request to allow National races to be scheduled after the Runoffs and before the first of January under specific conditions. The CRB asked for member comment on this request. The CRB's GCR Advisory Committee discussed the positive and negative impacts of the request. The Advisory Committee considered not only the impacts of such a change for drivers but also for race officials. After balancing all considerations, the recommendation of the Advisory Committee was to continue with the current rules. The CRB concurs and will not recommend this plan to the BoD.

GRAND TOURING

GT1

1. (Multiple) GT1 weight adjustment

The CRB asked members to comment on the desirability of an across the board 3% decrease in the weight of all GT1 cars in the interest of increasing component reliability. Based on member input, no rule change will be proposed. Thanks to all who responded.

GT2

1. #1796 (Ron Tambourine) Eliminate weight penalty for Downing Bodywork
The current weight penalty is appropriate as listed.

SUPER TOURING

STU

1. #1293 (Kenneth Martin) Allow 52" wide rear wings
48 inches is the maximum wing width. See proposed 2011 rules for clarification.

PRODUCTION

EP

1. #569 (Scott Taylor) request for an update to the specs for the 914-6 in E-Production

The proposed specifications for the car include an engine that was not delivered with the car by the manufacturer. Thus, the proposed classification is inconsistent with class philosophy.

SHOWROOM STOCK

SSC

1. #1949 (Steven Simpson) Allow SSC cars to disable ABS
Not in class philosophy.
2. #2220 (Ken Fitzgerald) Reduce the SSC Toyota Celica GTS weight by 100 lbs to 2810
This car is classified appropriately as currently specified.

TOURING

T1

1. #2052 (William Wade) Eliminate restrictors from Ferrari F360 Challenge cars
Thank you for your input. The current restrictor is appropriate.
2. #2053 (William Wade) Improve Ferrari F360 Challenge car OEM brakes to allow slotted rotors
This car is appropriately classed as specified.
3. #2187 (Carl Fung) Make power steering reservoir open
Check with other Corvette drivers; fill to "low" level.

T2

1. #1750 (Christopher Childs) T2 Lotus Final Drive
This car is appropriately classed as specified.

T3

1. #1735 (Aaron Stehly) Please add Sway Bars to VW GTI Spec Line
This car is appropriately classed as specified.
2. #2076 (Jim Leithauser) Update to weight request. Please read before July decision.
The weight is appropriate as specified.
3. #2144 (Rob Piekarczyk) Allow Mazdaspeed 3 Sport Spring kit
This car is appropriately classed as specified.

PREVIOUSLY ADDRESSED

FORMULA

F5

1. #1880 (David Vincent) Suggested Rules Change #1297:
Thank you for your input. See July Fastrack for response.

GRAND TOURING

GTL

1. #1877 (Mark Ward) Further clarification of the rear wing rule.
See July Fastrack Tech Bulletin, letter #1797.

IMPROVED TOURING

1. #2028 (Eric Parham) Crank position sensors (CPS) and Crank-Fire ignitions
Thank you for your input. See August Fastrack. This issue was closed with no recommendation for change.
2. #2221 (Robert Kliffel) Allow relocation of battery
See June 2010 Fastrack letter #1187 (not recommended).

NO ACTION REQUIRED

GCR

1. #1230 (Ray Dormandy) Comments on proposed GCR changes (multiple topics)
Thank you for your input on these items.

FORMULA

FF

1. #2394 (CRB) Additional response to letter #1772
The CRB offers the following additional explanation to its previous response to letter #1772 in the August Fastrack.

Formula F rule 9.1.1.D.7 requires a "stress bearing floorpan" from the front bulkhead to the rear roll hoop bulkhead and

allows it to be constructed in multiple panels. It may not have a curvature of more than 1 inch. This rule further defines a stress bearing a panel to be: *sheet metal affixed to the frame by welding, bonding, rivets, bolts, or screws which have centers closer than 15.24cm (6 inches).*

To satisfy the floorpan requirement, the panels must 1) be affixed to the frame in the aforementioned fashion; 2) extend from the front bulkhead to the rear roll hoop bulkhead; and 3) abide by the 1 inch curvature allowance. This does allow a step in the chassis floorpan from the dash bulkhead to the front bulkhead; however since the step in the floor pan is limited to the 1 inch allowance, it follows that the chassis rails would also have to abide by the 1 inch allowance because the floorpan must be properly attached to the chassis rails.

GRAND TOURING

1. #2134 (John Havnen) Please classify 2001 late model Ford Taurus in GT category
This car may already compete in Regional competition in several classes. Contact your local region for help determining proper class.

GT2

1. #1795 (Ron Tambourine) Allow 6 speed transmission
The writer is referred to 9.1.2.F.4.e.10. 6 speed transmissions are already allowed.

GTL

1. #2101 (Mark Ward) Please review 1800 cc engine restrictor sizes
A re-examination of the entire GTLite class will take place before the end of the year (2010). Your input will be considered as part of that effort.
2. #2002 (Charles Leonard) Remove SIR Nissan A-Series engines, and increase overbore
A re-examination of the entire GTLite class will take place before the end of the year (2010). Your input will be considered as part of that effort.
3. (Multiple) Support letter #2002
A re-examination of the entire GTLite class will take place before the end of the year (2010). Your input will be considered as part of that effort.

SUPER TOURING

1. #935 (Chris Childs) MX-5 Cup Cars cages in Club Racing
To ease crossover competition, the Club Racing Board confirms that the *Racing Cages* roll over structures installed in current Pro Racing MX-5 Cup Cars meet the requirements of the GCR. The roll cages can be identified by a *Racing Cages* identification plate on the passenger side of the horizontal bar in the main hoop. Thus, it is not necessary to drill holes to verify the tubing thicknesses. [This confirms Racing Memo 10-12.]
2. #2251 (Jason Berkeley) DO NOT Add ST Light - We have too many classes!
Thank you for your input. It will be considered with other member comments on the proposed rules.
3. #2277 (Travis Nordwald) Opposition to STL
Thank you for your input. It will be considered with other member comments on the proposed rules.
4. #2263 (Kent Carter) Removal of safety structures in ST cars
Thank you for your input. It will be considered with other member comments on the proposed rules.

STO

1. #2159 (Matt Miller) Waive hood pin requirement
See proposed 2011 rules.

STU

1. #1775 (Kurt Omensetter) Allow 3.8 L V-6 in STU
This has been included in the proposed rules for 2011.

TOURING

T1

1. #2156 (Brian Bates) Corvette Grand Sport Brake Pads
Brake pads are open.

T3

1. #2167 (John Costello) T3 class-wide adjustments

Thank you for your inputs. They will be considered as the class progresses.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2010

NUMBER: TB 10-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/10 unless otherwise noted.

GCR

1. #2390 (CRB) Add explanations for Appendices I and J

Add at the beginning of Appendix I (before heading for 9.4) *"This appendix is present so that cages in cars with logbooks from 2007 and earlier can be verified for compliance with the construction rules required at the time the car was built."*

Add at the beginning of Appendix J (above the heading for 18): *"This appendix is present so that cages in Production cars with logbooks from 2004 and earlier can be verified for compliance with the construction rules required at the time the car was built."*

Formula

None.

Grand Touring

None.

Improved Touring

ITR

1. #391 (Chuck Allard) Classify the Porsche 911S

In 9.1.5, ITR, add:

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Porsche 911S 2.0 (1969)	6 cyl. SOHC	80.0 x 66.0 1991	(I) 45.0 (E) 39.0	9.8:1	89.3	15	3.09, 1.88, 1.31, 1.04, 0.79	(F) 282.5x20 vented (R) 286.0x20 vented	2365	Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Porsche 911S 2.2 (1970-71)	6 cyl. SOHC	84.0 x 66.0 2195	(I) 45.0 (E) 39.0	9.8:1	89.3	15	3.09, 1.77, 1.22, 1.08, 0.75	((F) 282.5x20 vented (R) 286.0x20 vented	2505	Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Porsche 911S 2.4 (1972-73)	6 cyl. SOHC	84.0 x 70.4 2341	(I) 46.0 (E) 40.0	8.5:1	101.2	15	3.18, 1.77, 1.125, 0.82, 3.27, 1.94, 1.26, 0.96, 0.75	((F) 282.5x20 vented (R) 286.0x20 vented	2630	Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.

2. #1754 (Ronald Earp) Classification of 2005 V6 Ford Mustang

In 9.1.5, ITR, add:

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Ford Mustang (2005)	6 cyl. SOHC	100.4 x 84.4 4010	(I) 46.1 (E) 39.1	9.7:1	107.1	16	3.75, 2.19, 1.41, 1.00, 0.72	((F) 292.1x30.5 vented (R) 299.7x19.0 vented	2955	

ITS

1. #1952 (Elias Harik) Class request for 2000 MR2 Spyder (ZZW30 chassis)

In 9.1.5, ITS, add:

ITS	Engine Type	Bore x Stroke (mm)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
<i>Toyota MR2 Spyder (2001-03)</i>	<i>4 cyl. DOHC</i>	<i>79.0 x 91.5 1794</i>	<i>(I) 32.0 (E) 27.5</i>	<i>10.0:1</i>	<i>96.5</i>	<i>15</i>	<i>3.166, 1.904, 1.392, 1.031, 0.815;</i>	<i>((F) 253.0x20 vented (R) 262.0x16 vented</i>	<i>2275</i>	

ITA

- #2026 (Eric Parham) Corrections and Weight Review
In 9.1.3, ITA, Volkswagen Scirocco 16V (86-88), correct the rear brake diameter from ~~239~~ to **226** and delete ~~Bosch K-Jetronic Fuel Injection~~ from the Note. [Weight will not be adjusted at this time.]

Super Touring

None.

Production

EP

- #2331 (Richard Barlow) Track correction Nissan 240-SX/S13
Effective immediately, in 9.1.5, EP, Nissan 240-SX / S13, correct track from ~~1524/1524 (60.0/60.0)~~ to **1572/1567 (61.9/61.7)**.

American Sedan

None.

Showroom Stock

None.

Spec Miata

- #2404 (CRB) Tie rod ends
Add a new subsection, 9.1.8.C.4.n: "**All cars 1990-1997 are permitted to use the "R" model tie rod ends part # N021-32-280A**". [This allowance is implied; this addition makes it explicit.]

Sports Racing

None.

Touring

T2

- #2210 (Richard Kulach) 350Z header request #1264/BMW Z-4 correction
In 9.1.9, T2, BMW Z4 M Coupe (2007), correct Notes by changing "~~header~~" to "**manifold**". [The 350Z header request remains not recommended.]

T3

- #2122 (CRB) Cobalt (05-07) competition adjustment
In 9.1.10, T3, Chevrolet Cobalt SS (05-07), change weight from ~~2950~~ to **3025**. In Notes, add: "**Stage Two Supercharger kit, part #17803229 (includes Belt -#12597993 and Injector kit -#12597995) permitted.**"

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Laurence Kim Wilcox vs. SOM COA Ref. No. COA 10-08-NP

July 15, 2010

FACTS IN BRIEF

On June 23, 2010, following the Group 7 race at the "Sunoco" Double Regional held at Mazda Raceway Laguna Seca, Laurence Kim Wilcox, driver of Spec Miata T # 62, refused to allow disassembly and inspection of his car per directive from the Chief Steward, resulting in the filing of a Request for Action (RFA). The Stewards of the Meeting (SOM) Bill Blake, Bob Hatcher, Stan Laskin, and Richard Templeton, Chairman, met, reviewed evidence and testimony, and determined Mr. Wilcox was in violation of GCR 7.4.D. (Refusing to allow teardown in Mechanical Protest, Request for Action or Chief Steward's Action) In accordance with the GCR, the SOM suspended Mr. Wilcox's competition license for six (6) months, fined him \$250.00, and assessed six (6) penalty points against his license. Mr. Wilcox appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Jack Hanifan, Chairman, met on July 8, 2010 and July 15, 2010 to hear, review, and render a decision on the appeal. Michael West, SOM Chairman, was unavailable for the hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Laurence Kim Wilcox received on June 22, 2010.
2. Official Observer's Report and related documents received July 2, 2010.
3. E-mail statement from Richard Templeton, received July 5, 2010.
4. Laurence Kim Wilcox's competition license and \$250.00 remittance received July 12, 2010

FINDINGS

The Chief Steward had ordered mechanical compliance inspections for certain car classes. All competitors were notified at registration that the Compliance Inspection List was posted and available for review at Registration and at Impound.

Mr. Wilcox willfully refused to allow disassembly and inspection of his car per directive from the Chief Steward. The Scrutineers and SOM fully explained the procedure and what would happen if he did not comply. His willful failure to comply automatically invoked the penalties set forth in GCR 7.4.D. (Automatic Penalties).

Mr. Wilcox submitted no new evidence to support his assertion that the penalty was too harsh and the process was not fair.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Wilcox's appeal is not well founded and his appeal fee will be retained by SCCA. Mr. Wilcox's suspension began July 15, 2010 (date of this ruling).

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Sedat Yelkin vs. SOM COA Ref. No. 10-09-CN

July 29, 2010

FACTS IN BRIEF

On June 27, 2010 at the June Sprints National at Road America Assistant Chief Steward Kevin Coulter filed a Request for Action (RFA) with the Stewards of the Meeting (SOM) to investigate the contact between FA # 40 (Keith Grant) & FA #75 (Sedat Yelkin) at corner 5. In addition, Keith Grant, FA# 40, filed a protest against Sedat Yelkin, FA # 75, for violation of GCR 6.11.1 A-D. (Rules of the Road - On Course Driver Conduct). The SOM Fred Cummings, Larry Dent, and Jim Rogaski, Chairman, met, decided to combine the two actions, reviewed the evidence, took photos of the vehicles, and heard testimony regarding the incident. The SOM upheld the RFA and the protest, and gave Mr. Yelkin a position penalty that moved Mr. Yelkin from first to eighth. Two (2) penalty points were assessed against Mr. Yelkin's competition license. Mr. Yelkin appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Rick Mitchell, and Jack Hanifan, Chairman, met on July 8 and July 29, 2010 to review, hear and render a decision on the appeal. Michael West (COA Chairman) and Jack Marr (COA Member) recused themselves from this hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Yelkin, received July 1, 2010.
2. Official Observers Report and related documents, received July 6, 2010.
3. Video from Road America Security Cameras, provided by Mr. Yelkin, received July 6, 2010.
4. Notes from David Nokes, SOM, received July 10, 2010.
5. Email from Earl Hurlbut, Chairman SOM, received July 13, 2010.
6. Letter from Mr. Grant, received July 17, 2010.

FINDINGS

With his appeal, Mr. Yelkin provided new evidence (Video from Road America Security Cameras) to support his contention that his contact with Mr. Grant occurred after Mr. Grant lost control on his own and spun. The video was of poor quality and short duration. In addition, it was a compilation from two different cameras and only showed the cars as they approached the turn and then as they exited with Mr. Grant spinning off to driver's right and Mr. Yelkin continuing. The video did not show contact between the cars and did not confirm or deny Mr. Yelkin's statement of the facts. Therefore, there is insufficient evidence to overturn the decision of the SOM.

DECISION

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

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Joel Lipperini vs. SOM COA Ref. No. 10-10-CN

July 15, 2010

FACTS IN BRIEF

On Friday, June 26, 2010 at the June Sprints at Road America, following the day's activities, Joel Lipperini was stopped by Road America security as he walked the racing surface. He was informed that walking the racing surface was against the track's policy. He complied and exited.

On Saturday, June 27, Mr. Lipperini sought the advice of the Chief Steward, Mike Smith, who confirmed this policy. However, that evening, Mr. Lipperini again tried to walk the racing surface and was again stopped by Road America security. Following a confrontation, Mr. Lipperini exited the racing surface and Road America staff reported the incident to the Chief Steward.

On Sunday, June 28, the Chief Steward submitted a Request for Action (RFA) to the Stewards of the Meeting (SOM) Mike Beaumia, Pax Lemmon, Dave Nokes and Ron Poth. After hearing testimony and reviewing evidence, the SOM found that Mr. Lipperini violated GCR 2.1.5. (Failing to obey a direction from an official) and suspended Mr. Lipperini's competition privileges for sixty (60) days and assessed six (6) penalty points against his competition license. Mr. Lipperini is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Steve Harris and Jack Marr, Chairman, met on July 15, 2010 to hear, review, and render a decision on the appeal. Michael West, CoA Chairman, was unavailable for the hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Joel Lipperini including witness statement from Jamie Wasiewicz received July 7, 2010.
2. Official Observer's Report and related documents received July 7, 2010.
3. E-mail statement from Dave Nokes, member of the SOM Committee that heard the RFA, received July 12, 2010.

FINDINGS

While the event Supplemental Regulations do not state that individuals are prohibited from walking the racing surface, by attempting to do so a second time after being informed of track policy by both the Chief Steward and Road America security, Mr. Lipperini violated GCR 2.1.5.

In his appeal Mr. Lipperini asserted he was given conflicting information regarding Road America's prohibition on walking the track's racing surface without permission. However, the new evidence he submitted was not sufficient to overcome the preponderance of evidence used by the SOM.

DECISION

The Court of Appeals agrees with the SOM finding of violation of GCR 2.1.5.

Upon review of all evidence, the Court modifies the penalty to thirty (30) days suspension beginning June 28, 2010. Upon completion of this suspension, Mr. Lipperini is placed on probation for a period of sixty (60) days beginning July 28, 2010. Six (6) penalty points are to be assessed against Mr. Lipperini's competition license.

Any race results earned by Mr. Lipperini while racing under GCR 8.4.3.C (Stay of Decision) from June 28, 2010 through July 27, 2010 are void and the official results are to be revised accordingly.

Mr. Lipperini's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Rob Rice vs. SOM COA Ref. No. 10-11-NP

July 29, 2010

FACTS IN BRIEF

On Sunday morning July 4, 2010 at the Double National at Portland International, Rob Rice (# 40 FB) filed a protest against Lucien Pancea (# 7 FB) for violation of GCR 6.11.1.C & D. (On Course Driver conduct) for body contact made during their race. The Stewards of the Meeting (SOM), Steve Archer, Skip Yocom and Gary Meeker, Chairman, met, reviewed evidence, heard testimony and penalized Mr. Pancea three (3) finishing positions and assessed two (2) penalty points against his competition license. Mr. Rice felt Mr. Pancea's penalty was too lenient, but did not appeal the decision.

During afternoon qualifying, Mr. Rice approached Ron Pierce, crew for Mr. Pancea who was standing in pit lane, and allegedly berated him in a highly charged verbal torrent. Mr. Pierce filed a protest against Mr. Rice citing GCR 2.1.7. (Acting in an unsportsmanlike manner). The SOM met, reviewed the evidence and heard testimony from multiple witnesses regarding this incident. Mr. Rice declined an opportunity to provide testimony to the SOM. The SOM upheld the protest, found Mr. Rice in violation of GCR 2.1.5. (Failure to obey an official) and GCR 2.1.6. (Refusing to cooperate...with the SOM). The SOM suspended Mr. Rice's competition privileges for six (6) months and assessed six (6) penalty points against his competition license. Mr. Rice is appealing this SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr and Michael West, Chairman, met on July 29, 2010 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Rice, received July 14, 2010.
2. Official Observers Report and related documents, received July 20, 2010.
3. Email from SOM Chairman Gary Meeker, received July 22, 2010.
4. Email from SOM Skip Yocom, received July 28, 2010.

FINDINGS

Mr. Rice did not appeal the decision of the SOM in the metal to metal contact between himself and Mr. Pancea in the morning race. However, the SOM Chairman, Gary Meeker, asked that the information on that incident be forwarded to the COA as background information.

Following review of all of the witness statements submitted involving the appealed action, it is clear that Mr. Rice's actions were in gross violation of the standards of sportsmanship expected at an SCCA event.

In his appeal, Mr. Rice offered no new evidence or information that was germane to his case. The COA found insufficient evidence to overturn the SOM decision to suspend Mr. Rice's competition license for six (6) months and assess six (6) penalty points to his competition record.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Rice's appeal is deemed not well-founded and his appeal fee will be retained by SCCA.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | July 28, 2010

The Solo Events Board met by conference call July 28th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Richard Holden; MidDiv Divisional Solo Events Steward Marlene Obenaur; Dick Patullo of the BOD; Nancy Downing, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

GENERAL

- The SEB thanks Iain Mannix for his service to the Club as an SEB member.
- The following rule change proposal is being published for member comment:
 - Change the first sentence of 3.3.3.B.9 to read as follows:

“No excessive fuel, oil, water, or brake fluid leaks should be observed.” (ref. #2178)
- The following revised version of a previously-published rule change proposal is provided here for member comment:
 - Change the title of 7.9.2 to “Displaced or Downed Pylons On Course”

Also change the second sentence of 7.9.2 to read as follows:

“If the competitor stops, he or she must proceed off course and will then be granted a rerun.”

Also move the second paragraph of 7.9.2 to become a new third paragraph of 7.4, and reword its second sentence to read as follows:

“Failure to exit the remainder of the course at an appropriately *reduced* speed (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner *in order to avoid impeding the progress of the car following, and to ensure the event remains on schedule.*”

Also change the first sentence of 7.4 to read as follows:

“Reruns will be granted only for timing failure, object on the course, *or red flag*, and will not be given because of mechanical or other failure of the competitor’s car.”

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The following wording change is being made to subsection O (Sound Policy) of the Supplemental Regulations:
 - Change the third sentence of the fourth paragraph to read as follows

“If the driver declines any “repair action” or the “repair” is deemed inadequate by the Chief Steward or representative, the driver will forfeit subsequent runs in the vehicle until an adequate “repair action” is completed.” (ref. #2207)
- Note: this wording change will also be implemented in the Solo Rules, Appendix I, in the seventh paragraph under VIOLATIONS.

SAFETY

- The following group of rule change proposals (ref. #1412) is submitted here for member comment:
 - In 3.3.3.B.9, replace the sentence beginning “All oil lines passing through...” with the following:

“All oil lines passing through the driver/passenger compartment shall be made of metal braided hose *or equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).”
 - In 16.1.D.3.a, replace the two sentences beginning with “Any fuel line(s) may be used...” with the following:

“Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal, or of metal braided hose or of metal braided hose *or equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings; or entirely covered and protected with a metal cover.”

- In 17.10.E.1, replace the two sentences beginning with "Any fuel line(s) may be used..." with the following:

"Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose *or equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover."

STREET TOURING

- The SEB has approved the addition of KJ Christopher to the STAC, and has approved Nick Jackson as the new STAC Chair.
- The SEB thanks Pat Washburn for his service to the STAC.

STREET PREPARED

- Per the SPAC, the previously-published proposal (May Fastrack) to split the Porsche 911 GT3 listing in ASP into separate lines for the 996 and 997 is being withdrawn. (ref. #1698).
- The following rule change proposal has been recommended by the SPAC and is published here for member comment:
 - Add to the end of 15.10.A as follows:

"Any power steering fluid cooler may be added." (ref. #1858)

PREPARED

- The following listing change proposals have been recommended by the PAC and is published here for member comment:
 - Change the wheel sizes for all variants of the Saab Sonett in GP from 16x6 to 16x7 (ref. 09-677)
 - Change the wheel sizes for the Saab 93/96 Sedan (see below) in GP from 16x6 to 16x7 (ref. 09-677)

NOT RECOMMENDED

- SP move of Honda CRX to FSP (ref. #1789) Per the SPAC, member feedback has already rejected the move of these cars to DSP. It is expected that moving them to FSP would also be strongly opposed.
- XP Forced induction multiplier (ref. #1446) This is under consideration for possible future action, and will be revisited following the Solo Nationals.

TECH BULLETINS

1. Stock: Per the SAC, the previously-published (April Fastrack) new listing in BS for the Audi TTS is corrected to read as follows (ref. #2083, 2097):

Audi
TT-S ('09-'10)
2. Street Touring: Per the STAC, the fifth sentence of 14.2.E is clarified to read as follows (ref. #1600):

"The modification may serve no other purpose (e.g. air intake, brake ducts, etc.)." Note: The superfluous "intent" clause in the original statement has been removed.
3. Street Prepared: A splitter which is visible when the front of the car is viewed directly from above does not meet the requirements of 15.2.I.1. (ref. #1869, 1920)
4. Street Prepared: Per the SPAC, 15.5.C does not allow replacement of an upper arm attachment point. The upper shock mount bracket in a '99 Camaro is also the upper control arm bracket and may not be modified or replaced. (ref. #1417)
5. Street Prepared: Per the SPAC, the ASP listing for the Porsche 911 GT3 is clarified to read as follows (ref. #1698):

Porsche
GT3 (996, 997 all)
6. Prepared: Per the PAC, the Mitsubishi Evolution listing in FP is corrected to read as follows (ref. #1800):

Lancer Evolution ('03-'06)
7. Prepared: Per the PAC, the following new listing (ref. #1280) is added to class GP:

Saab
93/96 Sedan
843cc (2-stroke) 1200 16x6 60/60
8. Prepared: Per the PAC, the 2010 listings for the Saab Sonett in GP are corrected to read as follows (ref. 10-016):

Saab
Sonett

1498cc	1600	16x6	60/60
1699cc	1800	16x6	60/60

RALLYCROSS BOARD

RXB MINUTES | August 9, 2010

The RallyCross Board (RXB) met via conference call August 9. Attending were Bob Ricker, Mark Utecht, Tom Nelson, and Karl Sealander. Also in attendance were Bill Kephart, Board of Directors liaison, and Pego Mack from the National Office.

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

Chairman Ricker called the meeting to order at 8:03pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom reported that the Safety Committee is continuing to work on the new Safety Steward Training and hopes to have it done in time to include with the 2011 RallyCross Rules. The Committee is also working on a revised Incident Report.
2. RallyCross Rules Committee (Mark Utecht): See RallyCross Rules motions under new business.

Old Business

1. Annual RallyCross Award: Mark Utecht presented the following description of the award: *"The RallyCross Contributor of Distinction award will be presented annually at the SCCA National Convention. This award shall be presented by the RallyCross Board to recognize an individual or group that has made an extraordinary contribution to the sport of SCCA RallyCross. This award shall normally recognize contribution over time. The award recipient can make their contribution as a competitor, organizer, worker, administrator, etc. The contribution of the winner shall have had a positive impact on the program nationwide."* The RXB agreed that the award needed a better name and will solicit one from the RallyCross forums.
2. New RXB member request: Bob Ricker presented three names for new members of the RXB. Motion: To invite Warren Elliot, Steven Hyatt, and Ken Cashion to join the RXB. Utecht/Sealander – Approved. All
3. New member of RallyCross Rules Committee: Motion: Accept Jon Simmons as a new member of the RallyCross Rules Committee. Ricker/Sealander – Approved. All
4. Points Keeper: Mike Byington has accepted this position. The RXB agreed to rename the position as SCCA RallyCross Data Manager.
5. National Championship: Bob Ricker informed the RXB that he would not be attending the National Championship as planned. Pego Mack will make other arrangements for the event's Chief Steward.

New Business

1. InsideLine: The RXB discussed the latest issue of InsideLine and the absence of RallyCross information. It is agreed that RallyCross needs presence in all InsideLine editions.
2. Letter regarding convertible with roll cage: The RXB received a letter requesting a RallyCross Rules exception for a convertible vehicle with a roll cage. The RXB agree unanimously that no exception would be granted because of the possibility of the cage sinking into soft soil/surface thereby increasing the chance of head and/or neck injury.
3. 2011 RallyCross Rules: The RallyCross Rules Committee submitted their changes to the RallyCross Rules for 2011. The RXB addressed each of the changes individually.

Motion: "5.2.K It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the location is in a rural area to inform them of the event. ~~It is recommended that all events have an ambulance and/or an EMT onsite.~~" Utecht/Sealander – Approved. Yes: Ricker, Utecht, and Sealander. No: Nelson.

"5.3 COURSE SAFETY AND LAYOUT RULES. When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Rally Stock category vehicles and should not normally exceed 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Rally Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph. The fastest portions of the course shall be those most remote

from spectators and obstacles. In addition, the course design should allow for periodic changes to accommodate developing ruts or hazards. See Article 5.1 for further information regarding RallyCross course safety. The course, as laid out, must contain no large holes, deep ruts, or other dangerous features. Dips or berms that could get a vehicle airborne must not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns must be avoided. A long straight (over 100 feet) must not terminate in an extremely sharp turn (i.e., a short radius U-turn). *As there are no minimum requirements for ground clearance, approach angle or suspension travel in any class, course conditions should allow stock vehicles to complete the entire course through the entire event without causing damage to the vehicle.* The event Safety Steward must continually monitor course conditions. If conditions deteriorate to a point that the course no longer complies with these rules, competition will be halted and the course altered to comply with the rules. Competitors should be aware, that with the emphasis on safety, the course may change during the event at any time. To the extent possible, these changes should be made at times during the event that will allow minimum inconvenience to the competitors." No motion made. Not approved.

Motion: "6.2.C.2 Tires must be DOT approved. Tires marked 'For competition only', 'Not for street use' or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. ~~Tires must be the original size plus/minus 20mm cross-section and 5% aspect ratio.~~ No studded tires are permitted unless ice or snow is present. Studded tires may not be homemade using bolts or screws. Only street legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc)." Utech/Nelson – Approved. All

Motion: "6.2.C.4.b Mud flaps ~~may only be made of urethane and other flexible plastic derivatives (i.e. no carbon-Kevlar)~~ *must be flexible.*" Utech/Nelson – Approved. All

Motion: "6.2.C.12 Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and width as the OEM wheel. Wheel offset (backspace) must be within 0.3.75~~94~~"(9.5~~10~~mm) of original equipment wheel offset." Utech/Nelson – Approved. All

Motion: "6.2.D.18 Any clutch disc, *flywheel* or pressure plate may be used." Utech/Sealand – Approved. All

Motion: "6.2.E **Rally Modified Categories** Modified ~~Two~~*Front* Wheel Drive (M2~~F~~) *Modified Rear Wheel Drive (MR)* Modified All Wheel Drive (M4)" Utech/no second – Not approved.

The meeting was adjourned at 9:29pm CDT.

Next meeting: September 13, 2010

Submitted by Karl Sealand, RXB Secretary

ROADRALLY BOARD

RRB MINUTES | July 19, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, July 19, 2010.

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

Chairman Wakemen called the meeting to order at 7:39 pm CST.

The Final May 24, 2010 RRB Minutes were approved. (English/Lanz)

Proceedings

1. Rally Liaison updates

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

2010 Liaisons:

Assignments: The following have been appointed 2010 Rally Liaisons:

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

Steel Haul, NC (April) - Jeanne English

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

Arizona, NC Rallies (March) - Jeanne English

Steel Haul, NC (April 24) - Jeanne English & Mark Johnson

Rally to the Race, NGTA (May) - Jim Wakemen

Chippewa Trail (June 12) NT-NC-NGTA - Mike Thompson

St. Louis Rallies (July 10-11) - Lois Van Vleet, Eva Ames, Rick Beattie

Cast in Stone NT (July 31) - Mark Johnson (received GI's and Sanctions sent)

Hurdle 2010 NGTA (Aug 7) - Sasha Lanz

Arizona Rallies 2-NT, (Aug 21-22) - Lois Van Vleet

Badger Trails, NT (Sept 4) - Lois Van Vleet & Eva Ames

Oktoberally, NC (Sept 5) - Jeanne English

USRRC, NGTA (Oct 22) - Sasha Lanz

USRRC, NT (Oct 23) - Jim Wakemen & Mark Johnson

USRRC, NC (Oct 24) - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

2. Safety Video

Discussion: Johnson is make progress on it.

3. Rules Committee Update – English

May's Discussion: Rules Committee discussion: It was in the RFO's years ago that "If the RRB should sanction a Road Rally Championship (NCR/NTR/DCR/DTR) event concurrently with a non-qualifying Divisional event, the contestants competing in the qualifying Road Rally Championship event must be scored with ALL contestants within their class who are required to complete the entire event." This sentence was eliminated when Divisional rallies were eliminated. Now that Regionals are part of the National Championship, it should probably be put back. There is also the issue of perhaps 'double dipping' where points might be awarded for both the underlying events(s) as well as the national event. English also suggested that Lifetime Points only be awarded if there are x number of cars on the rally; 'x' to be 2? 5? 6? 10?

Discussion: The rule should be put back in the RRR's as Errors and Omissions... regional contestants who run the same routes, same number of controls as the nationals, should be merged for points.

English reported that they had a short Rules Committee meeting at the St. Louis Rallies, July 10-11th. Nothing was decided at that point.

4. Other Proposed Rule Changes for 2011

Discussion: A class with only one car, in a Regional Rally that enters a rally and does not finish the rally or turn in their scorecard, should not get Championship Points.

Discussion: Merging car classes for championship points were brought up. After reviewing Article 2.D and Article 4.B.4, it was determined that Article 4.B.4 (combining classes) should not be in the 2010 RRR's. We need to be very careful in rewriting the rules in regards to Articles relating to other Articles etc. English will discuss this further with the Rules Committee.

Pego needs all rule changes by the middle of September to meet the BOD deadline.

5. eBlast Update - Ames

Discussion: We need to build a buzz for the USRRC in eBlast. Ames is still working with Rick Myers at headquarters on a Rally email distribution list. Ames sent out a Rally e-Blast last Saturday to over 27,000 people, which included everyone on the 'main' distribution list. The problem is when a rally person un-subscribes to a main list 'Solo' eBlast... that rally person is then off the next main list 'Rally' eBlast mailing. Lanz reported that he loaded a regional rally flyer to his Facebook page and it automatically was linked to MotorsportReg.com. Ames will look into this Facebook interaction with MotorsportReg.

6. Weekend Membership Fees

Discussion: Lanz is still working on getting numbers of the regional events (Solo/Rally/Race), competitors and fee, looking for a way to reduce the Weekend Membership costs. Many regions charge \$5 for Rally and \$15 for Solo and Race. And weekend membership fees vary from region to region.

7. Publicity Committee Update - Lanz

Discussion: The committee recommends that a new Tab needs to be added to the SCCA Website called "Rally Masters Tool Kit" or rename the Tab "Forms/Tool Kit". This tab would include all the forms along with a brief paragraph on how to use them, hints, tip and examples. Pego said she could add it to the "Forms" page but not as a new Tab on the main menu page. Lanz will gather all the forms and documentation and will send to Pego to upload. Pego to check to see if the "Forms" tab can be changed.

8. GTA Rule Clarification

Discussion: GTA rules are listed in the RRR's.

Old Business – none

New Business

The members need to start thinking about the 2011 Convention Seminars and will be discussed further at the next RRB Meeting.

Van Vleet reported that a rally member raised a question on wording in the "SCCA Motorsports Obsession" pamphlet. He stated the confusing item as: Under the Memberships section: \$80 Regular Membership vs Adding a spouse would be an extra \$28 - totaling \$108 versus A Family membership of \$100 ??? Dick Patullo reported that the cost difference was just changed last May. This pamphlet is an old one. Van Vleet to notify the rally member that raised the question.

English reported that a contestant at a National rally wants the RRB to discuss the need to post Time Allowances along with the leg score on the Posted Scores/sheet for each contestant. Commenting that some contestants take many time allowances. All agreed that there are no rules that state time allowances can not be posted or a mark to indicate a time allowance. It would be a non-rule decision for a rally committee. And all agreed that Time Allowances are needed in the RRR's.

Action items – none

Next meeting

Monday, August 2, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:15 pm CST. (Lanz/English)

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD

RRB MINUTES | August 2, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, August 2, 2010.

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

Chairman Wakemen called the meeting to order at 7:37 pm CST.

The Final July 19, 2010 RRB Minutes were approved. (All approved.)

Proceedings

1. Rally Liaison updates

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

2010 Liaisons:

Assignments: The following have been appointed 2010 Rally Liaisons:

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

Steel Haul, NC (April) - Jeanne English

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

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Rally to the Race, NGTA (May) - Jim Wakemen

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Cast in Stone NT (July 31) - Mark Johnson

Hurdle 2010 NGTA (Aug 7) - Sasha Lanz

Arizona Rallies 2-NT, (Aug 21-22) - Lois Van Vleet

Badger Trails, NT (Sept 4) - Lois Van Vleet & Eva Ames

Oktoberally, NC (Sept 5) - Jeanne English

USRRC, NGTA (Oct 22) - Sasha Lanz

USRRC, NT (Oct 23) - Jim Wakemen & Mark Johnson

USRRC, NC (Oct 24) - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

2. Safety Video

Discussion: Johnson is making progress on it.

3. Rules Committee Update – English

English needs to meet with the Rules Committee soon. The following items that need to be discussed for possible 2011 Rule changes:

- The RRB decided in September 2009 that one car classes should not be merged with the other classes for determining championship points. Article 4.B.4 needs to be removed from the RRR's.
- Lifetime points for GTA Nationals. Minimum of GTA Nationals and/or people entering to count for lifetime points... to make it a valid point for lifetime points. English reported 2006 had 2 NGTA events, 2007 had 2, 2008 had 1, 2009 had 3, 2009 had 3 and 2010 has 5. Further discussion is needed.
- Regional contestants who run the same routes, same number of controls as the nationals, should be merged for points. This needs to be put back in the RFO's.
- Lifetime points only if x-number of cars in a rally. Further discussion is needed.
- A class with only one car, in a Regional Rally that enters a rally and does not finish the rally or turn in their scorecard, should not get Championship Points

Pego will set up a Rules Committee Meeting date and time.

4. eBlast Update - Ames

Discussion: Ames is asking for a USRRC Summary to publish. Pego recommended pulling verbiage from the SCCA Rally/USRRC section. Next publication will be out soon.

5. Publicity Committee Update - Lanz

Discussion: Lanz has meet with the committee and asked Pego for a new Tab. Pego said that SCCA cannot do that. Lanz is asking for a new 'Header' under the RoadRally/Rally section for incoming forms and documents.

Old Business

2011 Convention Program

Discussion: Ideas that were mentioned were: Novice School and New Rally Program. Lanz will do another Regional Seminar and How to Create a GTA Program. Another Foot Rally and Jeopardy Game Show is a must. Giving out the Foot Rally and Jeopardy Game awards out at the Solo/Rally Luncheon. Unveiling of the new Safety Steward Video seminar and potentially

signing up new stewards at the convention. Town Hall Meeting will be on Saturday. Putting a Map Rally on Google was suggested. Ideas were tabled until the next meeting.

New Business

Wakemen: We need to send out the USRRC Flyer to Regional Newsletters or some form of communication. An RE list is available for an emailing of a Flyer.

A safety issue was brought up on an Official Observers Report on a National Road Rally last June, reporting a check point control crew's tent was on the road making cars drive in the left lane of traffic.

English volunteered to re-write the Safety Handbook. Johnson will post the new Safety Steward Video for the RRB members to review before the convention, when it is done. Butler stated that SCCA does not allow anything to be posted on YouTube that is branded "SCCA", but maybe a link from SCCA's forum to an outside video sight to view could be look at. He will talk to Howard Duncan on how the best way to distribute the video. Some sites have size and time limits.

Action items – none

Next meeting – tentative (due to Labor Day – September 6th)

Tuesday, September 7, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:00 pm CST. (English/Johnson)

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>
Forms: <http://www.scca.com/contentpage.aspx?content=45>
Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>
Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>
Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>
General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

RALLY

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

SCCA NATIONAL CONVENTION

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

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

BOARD OF DIRECTORS

SPORTS CAR CLUB OF AMERICA BOARD OF DIRECTORS | Aug. 20-22, 2010

The Board of Directors of Sports Car Club of America met Aug. 20-22 at the National office in Topeka, Kan. Attending were: Todd Butler, Philip Creighton, R.J. Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger (via Conference call), Marcus Merideth, Lisa Noble, Dick Patullo, John Sheridan, Jerry Wannarka. Also present from the staff were Jeff Dahnert (President), Colan Arnold (VP Membership and Region Services), Howard Duncan (VP Competition Programs Department), Rick Ehret (VP Finance), Terry Ozment (VP Club Racing), Eric Prill (VP Marketing & Communications), Aimee Thoennes (Executive Assistant) and Robert Wildberger (SCCA Pro Racing President). Also attending were Doug Gill (SCCA Tech), Bob Dowie (CRB) and David Nokes (Stewards).

Meeting Minutes:

Call to order: 0910 Noble.

Executive Session 0910

Only BoD Present

End of Exec Session: 0940

Open BoD Meeting: Begins 0940

Approval of Minutes from May BoD

Motion: Langlotz/Gordy - To approve minutes. Approved Unanimous

Presidents Report- Dahnert:

Meeting with Haymarket on website redesign. On track for end of year.

Report on ACCUS meeting on economic impact of motorsports. Exec summary reviewed and is public.

Report built from granular regional level and this data can be made available via request thru Topeka to assist Divisions/Regions. Mobil 1 formal announcement of sponsorship. Thru end of 2010 calendar year, working to extend.

Doing very well on sponsorship side compared to budget. Dahnert believes due to changed attitude towards SCCA and better/more work on our (SCCA) part. Up 36% from last year and 12% over budget.

Wannarka comment/question, can we get more involved in any of the manufacturers driver development ladder program? Dahnert, it is under discussion.

Wannarka, how is restructure of Tech Dept working out? Solo and Club collapsed into one area and physically co-located. Doug Gill manager. Per Dahnert change beneficial, and working well. Good synergy between the members. Good contributions to CRB.

Break 1005-1015

SCCA Pro Racing - Wildberger

Report on debt reduction. Continues to pay off debt.

Pro has been in the black since 2007 and still continuing. Profit/loss for 2010 near break even.

New business model starting in 2008 as services organization vs owning a series. Exception is TA, and Pro SRF/FE which are Pro owned and operated.

9 Pro Series in 2010.

3 WC, TA, MX5, VW TDI, Pro SRF and Pro FE, F2000.

VW in last year of 3 year contract.

WC car count starting to come back up with the new class added.

TA lowest car count was 5 cars at Lime Rock to high of 19 at Road America. Multiple ideas on how to improve class and car counts discussed.

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Pro SRF/FE, decent numbers for turnouts and car counts, depending on venue. Good relationship with SCCA Enterprises. Plan to continue to build and run Pro only weekends but not exclusively.

Finance Report: Ehret

Revenue targets met for July close, slightly above budget.

Year to date still on target and meeting budget.

Unbudgeted sponsorship received is a plus.

Good discipline in maintaining operational costs.

Insurance is the only area where revenue falls significantly below budget. Rationale is lots of doubles and second entries, while car count may be up these negatively impact insurance.

Budget and Finance Report: Lewis

Pro and Club resources allocation: Working discussion on allocation between SCCA Club and Pro in resource and support. Need to work fair and equitable arrangement. About 75% of the way there. Needs to clearly show Club is not supporting Pro.

Also covered under allocation is allocation of resources based on member interest (racing, solo, rally).

Investment Account: Lewis has done some research and will propose some updated language and policy around investments. Will bring some proposals forward for BoD to review next meeting.

Corporate Insurance: Insurance renewal coming up. Need to investigate options, market is different now. Recommendation to re-constitute an Insurance Committee to look at alternatives again. Note that Insurance is driven by loss ratios.

Motion: Lewis/Sheridan - Reactivate insurance committee to review status and recommend course of action. No more than 3 people. Chairman to appoint members. Committee to work with Treasurer (Lewis) Approved, unanimous.

Question, can we reduce costs of meetings for committees etc by using technology (eg video)? Arnold to look into technology options available and make recommendations. Also need to eval number of face to face meetings needed.

Lunch 1215

Solo/Rally/Foundation Report: Duncan

Rally - actions from RallyCross Board on recommendations to handle some vacancies. Approval requested to appoint as new members of the RallyCross Board:

Ken Cashion Colorado Region

Warren Elliot New England Region

Stephen Hyatt, WDC Region

Motion: Kephart/Creighton - To approve as recommended. Approved, unanimous.

Possible location for RallyCross nationals next year identified. Needs to be checked out. Current RallyCross model is to try to rotate sites.

Solo - Need to replace a resigning member in SEB. SEB recommendation is Richard Holden.

Motion: Patullo/Noble - To appoint Richard Holden to SEB for remainder of 2010. Approved Unanimous

Solo Nationals- Trend noticed of people entering later but still entering. Several events reaching record or near record entries.

New equipment for Pro Solo has allowed efficiencies and allowed us to raise the entry count.

Working on enhanced promotional plan for Pro Solo and National Tour

Tire Rack agreement extended for another 2 years.

Class selection for Hall of Fame begins shortly. Nominations underway. Need volunteer committee members to review.

Foundation report: Report in BoD agenda. Foundation works closely with Tire Rack Street Survival. Foundation looking for a person to fill slot oriented towards fundraising and grant writing.

Member Services: Arnold

Membership up slightly for July and overall up for the year.

Stats show that if 100 people join year zero, only 15 renew by year 4.

Staff built documentation "What does my region get by being in SCCA". Multiple talking points. Draft was presented on Jumbo and Large Region Development conference calls.

Charter Renewal Requirements discussed. Changed Federal requirements, will have all 501c4 organizations file tax returns,

proposal is regions would have to file past year tax return (vs current requirement is return for 2 years ago and if over \$25K)
Discussion over minimum region participation (meetings, events, etc) and how to assist small or inactive regions.

Action Required: BoD requests that proposed Charter Renewal Requirements with explanatory letter be sent to Regional Executives to solicit input.

Technology: What Can I do with My Car: 80-90% click thru rate which is good.
Automated sanction system, still underway. Will allow regions to apply for and receive sanction online.
Solo first Nov/Dec, Club Racing early 2011.
Runoffs tech/network setup underway.
Working on project to track Stewards actions, should help with consistent application of penalties.
Multiyear comp license still on the table but not completed.

Marketing and Communications: Prill

Tracking 12% ahead of budget for contingency programs in 2010.
Also tracking ahead of budget for sponsorship revenue.

Discussion with Haymarket on website, and SportsCar magazine.
Staff changes at Haymarket noted, no issues, just a change in who we work with.
Planning for survey in SportsCar on what readers want to see in SC.
Conceptual idea on possible "yearbook or annual" publication. Something that would be developed and sold by Haymarket but with revenue shared with the Club.
Website redesign planned to begin October and target is end of year to launch, no later than Convention.
Intent (with Haymarket) to help bring in Racer.Com news to help bring in general motorsports news to scca.com
Need more contributors for regional SCCA content, Marketing and Communication can take (and welcomes) articles from the field.

Runoffs will be webcast again this year and available on DVD later. Speedcast (same company as last year) will broadcast.
Technology will be Flash.(Sorry Apple users).

Social Media: Both Facebook and Twitter going live before Solo Nationals. Will have links off SCCA webpage.

Liaison Reports:

SEB- Lybarger/Patullo. Open slot due to resignation filled by Richard Holden (earlier motion). SEB held face to face in KS last month. SEB just started using the new CRB-like letter system. Several BoD members planning to attend Solo Nationals (Labor Day week).

CRB- Merideth/Sheridan. CRB letter process is working well and keeping things documented and focused. Ad-hoc advisory committees, questions about change over and tenure on committees and CRB in general. Discussion coming Saturday over rules change vs competition adjustment definitions.

TTAC-Merideth/Butler. Biggest issue working is what to advise/recommend for TT experience towards racing school license requirements, some debate about should TT be feeding ground for road racing. Ozment, looking for TT to work on some kind of recognition program. TT has been working on TT specific logo.

RRB-Lewis/Butler. Working on RRB-specific safety steward video, looking for a place to post.

RXB-Creighton/Kephart. Important to continue getting qualified RXB members. Short efficient meetings. No issues to report.

Stewards-Gordy. Written report in agenda. Stewards making good progress in directions identified for improvement, standardizing penalties, fun, fair, safe and working with regions to ensure successful events. Recommending David Nokes as Chair of Stewards for re-appointment.

COA-Jones/Langlotz. COA doing a good job and being thorough in researching issues. Some concerns over COA vs senior stewards on appeals. Only 12 appeals to date (about 1/2 of last year so far).

Foundation-Lybarger. Foundation report in briefing agenda by Jim Turley, Foundation Chair.

RE/Operations-Langlotz. REs on Jumbos get benefit out of face time with BoD. Request that this continue.

Planning Committee Report: Kephart

Planning Committee recommends that member input be solicited based on these proposed Runoffs qualification requirements.

The full proposal will go out in September Fastrack. BoD approves sending out for comments.

Top 3 in each Division plus top 50% in national points. National points can be prior year (gives drivers a target goal) or current year.

Agreed to leave the number of races: 4 starts, 2 in Division, 4 finishes, Up to 7 races count, only 3 out of Division.

Discussion on fewer classes, enhance competition, ease or marketing, fewer rules.

Need for stable rules sets.

Discussion on points structure, national points vs points per GCR for finishing position.

Proposed changes as above would not materially impact the number of entries and those qualifying for the Runoffs in the past.

Planning Committee recommends that member input be solicited based on the concept proposed. This will go out in September Fastrack. BoD approves sending out for comments.

Club Racing Report: Ozment

Highlights: Propose elimination of the National Administrator of Specialty positions. Position has been difficult to get traction. Impact is change to how Chief's of Runoffs will be selected. Solution is succession plan as developed for CS at Runoffs. Some cost savings, not providing travel for NAs. Qualified members could still be used in field for training etc. Proposal is to come back to BoD with change in Ops manual to accommodate this in December. Provides for decentralization of specialty function and report into Divisions.

Discussion about how or if there should be a driver representative in SOM hearings and with COA to address perception issue of bias in favor of Stewards. Needs to be discussed and addressed. Will discuss with Exec Stewards and solicit input.

Event Simplification task force, enhancing training of specialties to help attract. Looking at online and potential accreditation.

Task Force On Event Simplification: Dec is targeted meeting to reach agreement. October meeting to review more contentious items. Overall no radical restructure required. Create Best practice/event sharing sessions at Nat Convention, encourage customer orientation direction, determine desired level of customer service. Specialty leadership training, Stewards and number of Steward positions discussed, Steward evaluations, driver participation in hearings, scheduling. Reminding the BoD that actions at BoD level impact Regions

Runoffs data: 561 entries to date. First two, 15 year-old entrants, both in FE. 24 drivers entered in 2 classes. Review of BoD schedule of events at Runoffs. CRB Town Hall meeting schedule reviewed.

Runoffs 2011 Planning: Solo nationals moving up 1 week, possibility of moving Runoffs up to 9/13-18. Need to review. This would potentially impact Labor Day Regional Events and those competitors entered in both the Solo Nationals and Runoffs. BoD sentiment is stick with current date window, and do not move up.

Event data comparison for nationals reviewed, 2008, 2009 and 2010 to date looking at number of Nationals, distribution between Divisions and spacing throughout the year.

Runoffs 2012 - Need to start discussing process. Current contract runs thru 2011. Need to determine if we want to extend current venue or pursue new venue. Some discussion about possibility of Austin.

Waiver requests for Runoffs participation:

Motion: Patullo/Creighton - That the BoD grant no driver qualification waiver requests for the Runoffs for 2010:. Approved. Unanimous.

Creighton: Issue raised for Nationals in SE Div. Florida needs a waiver to Appendix B 1.2.D to hold more than 3 national events (2 separate tracks). Atlanta Region needs a waiver to run 3 nationals as well Appendix B 1.2.D, but all on same track configuration (Appendix B 1.2.E) as well.

Motion: Creighton/Langlotz To approve waivers for Appendix B 1.2.D for Florida and Appendix B 1.2.D and E for Atlanta. Approved All BoD except Sheridan opposed.

Much discussion on concurrent regional/national races. Current RMDiv experiment is underway. Report on first event was positive. Discussion on continuing waivers to allow or make changes to GCR for region option.

Action required: Club racing to prepare list of GCR changes required to support this change for 2011 and to propose sanction fee structure for concurrent R/N racing. Present to BoD October. In short term for early 2011 planning, 2 waiver requests:

Motion: Jones/Merideth - To approve waiver to allow SW Div to hold 4 concurrent RR/NN races (similar to current RMDiv experiment). Motion Approved. Approve: Merideth, Creighton, Langlotz, Jones, Lewis, Butler, Kephart, Sheridan, Gordy, and Lybarger. Oppose: Noble, Wannarka, Patullo

Motion: Creighton/Langlotz - To approve Florida region to run a concurrent Regional/National (single) in June 2011. Motion Approved. Approve: Merideth, Creighton, Langlotz, Jones, Lewis, Butler, Kephart, Sheridan, and Gordy. Oppose: Noble, Wannarka, Patullo. Lybarger abstain.

Motion: Merideth/Sheridan To approve CRB Rules package (page 53 Agenda). This incorporates Fastrack changes published through May Fastrack. Approved: Unanimous

Motion: Sheridan/Merideth To accept CRB Novice permit requirement change:

The CRB extends the provision for 15 year-olds to obtain a Novice Permit without having a state operator permit or drivers license to others who do not hold such a permit or license. (This will be confirmed in the August Fastrack Tech Bulletin) In Appendix C.2.7.A add at the end: " A Novice Permit applicant who does not meet the requirement of Appendix C.2.5.B.3 may apply to the Divisional Driver Licensing Administrator as in Appendix C2.6.A.

Approved: Unanimous

CRB Update - Dowie

Discussion on number of classes at Runoffs and number of classes overall. Discussion in Planning Committee. Work in process. Rules for the Runoffs are not in isolation from overall number of classes. 2010 Runoffs data will factor into discussion.

CRB struggling with number of classes and class consolidation.

BoD Consensus is to enforce the GCR including the 2.5 rule for national class sunset.

Motion: Patullo/Kephart: The BoD will grant no waivers for the 2.5 national class sunset rule. Approved: Merideth, Creighton, Langlotz, Jones, Lewis, Butler, Kephart, Sheridan, Gordy, Noble, Patullo, Lybarger. Abstain: Wannarka

CRB Rule changes vs competition adjustments. Proposal by Creighton/Wannarka/Merideth/Sheridan:

Rules / Specification changes and Competition Adjustments

Rule Change

- can sometimes affect an entire class
- can also apply to significant changes to one car in a class
- should have member input
- Traditionally presented for BoD approval at or before its October meeting effective January 1st of the following year.
- safety related items may be dealt with at any time

Competition Adjustments

- Purpose is to modify by increasing or decreasing the performance of a specific make/model of a car in order to better balance the class.
- Every effort should be made to limiting competition adjustments during the competition year to small changes as early as possible.
- First year cars have the following exception. The one year starts at the effective date of the classification. More adjustments to the newly classed car may be needed during this time for the good of the car or class. These adjustments include rim size, springs, shocks, and bars.
- Changes can be made at the end of the competition year effective January 1st of the following year, or any time up to the July Fastrack of the current year with an effective date of no later than July 1st.
- Changes limited to weight, tire size (not rim), and/or the diameter of the carburetor venturi or a restrictor in the throttle body of fuel injected models.
- These may be found on the appropriate vehicle specification line. Other than competition adjustments, spec line items are subject to the rules change process.
- Weight and induction changes may be considered a rules change if applied to a mature established class or one with restricted specifications (SM, FC are examples of this)

Errors and Omissions

- No change to CRB Ops manual

Clarifications

- No change to CRB Ops manual

Motion: Merideth/Sheridan - to change SCCA Ops manual and CRB Ops manual to reflect above clarification of rules changes vs comp adjustments. Approved, Unanimous

Discussion on length of tenure for CRB advisory committees. BoD in general would like to see more turnover in the advisory boards, but with structured succession. Advisory committees pretty much manage their own affairs and report up to CRB for ratification.

Stewards Update: David Nokes - Chairman of Stewards

Multiple number of new programs and actions initiated.

SIT programs to bring in new stewards, training programs for stewards, steward assignments, and customer service, creating a database of steward actions/penalties stewards newsletter, meeting transparency for Exec Steward meetings, annual evaluation and feedback. Internal steward survey reflected the need overall quality improvement.

Today CoA decisions expire at end of year unless incorporated into GCR. Discussion on how to systematically link CoA results to CRB and CGR changes to formally incorporate or modify for GCR inclusion. CRB Chair, Exec Steward Chair, CoA Chair to work and recommend.

Discussion about driver advocates/representatives in court hearings.

The Board gave a strong endorsement for the direction that Mr. Nokes is going with the Stewards Program and for the programs he has initiated. Chairman Wannarka extended a special thanks for all of the traveling he has done and the many events he has attended.

3:35 Executive Session

3:50 Executive Session Ends

In executive session, The Board unanimously approved the appointment of David Nokes for another year as Chairman of the Stewards Program.

Matrix actions of meeting will be reviewed and distributed.

Next meeting Oct 14-17 in Topeka.

Motion: Merideth/Noble To Adjourn. Approved Unanimous.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | Sept. 7, 2010

The Club Racing Board met by teleconference on September 7, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were John Sheridan, BoD liaison; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-10, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments via the form at <http://www.crbscca.com/>

GCR

1. #1631 (Richard Pare) RE: Letter #856 Forbid active aero :
Based on member input, the CRB amends its prior proposed rule as follows:

Add a new item to Appendix F, "*Active Aerodynamic Devices: No active aerodynamic devices are permitted. These include, but are not limited to, those that allow any degree of freedom in relation to the entirely sprung part of the car (chassis/monocoque), movable or hinged skirts, or that can be adjusted from within the cockpit. Adjustment of aerodynamic devices may only be made by mechanical changes performed from outside the car.*"

2. #2614 (CRB) Suspension components materials
Modify 9.3.44 as follows: "**SUSPENSION AND STEERING** Suspension and steering shall be of suitable design and in good working order. Four wheel steering is prohibited. *Unless specifically permitted, non-metallic suspension control arms, locating links, toe/steering links and pushrods are prohibited.*"

SUPER TOURING

STO

1. #1462 (Randy Van de Loo) Allow Mustang to update rear suspension to IRS
In 9.1.4.1.F, add the following to the Notes for all Mustangs: "*OEM independent rear suspension is permitted.*"

[Note to Mr. Van de Loo: there is not a 50 pound penalty for IRS; there is a 50 pound weight allowance for a live axle.]

2. #1878 (Matthew Miller) Allow OEM Fuel Tank on 2003-2010 Vipers
In 9.1.4.1.F, add to the Notes for all Vipers: "*OEM fuel tank may be used.*"

SPORTS RACING

S2

1. (Multiple) New Mazda Engine for S2 and transmission changes
The CRB recommends adoption of the Mazda MZR engine subject to the specifications published in the July Fastrack and the addition of a 1.205 inch per port plate restrictor and an approved ECU map (to be published on the SCCA web site upon approval of the BoD), effective 11/1/10. [Adjustments to the restrictor size will be made as necessary. On track performance will be carefully monitored.] The CRB thanks all the members who submitted letters on these proposed rule changes.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

GTL

1. #2577 (CRB) Revised weight and restrictors

The table below shows the planned weight and single inlet restrictor sizes for all restricted GTL engines in 2011. The weight assignments are based on 0.5 lbs/cc with 1800 lbs for a 1400cc engine as the baseline, rounded to the nearest 5 pounds. No changes have been made to the currently unrestricted engines, except for the 1399cc BLMI engine variant which will now be restricted. Please see the notes at the end of the table for additional information.

3-4-5 Valve Restricted Engines					2 Valve Crossflow Restricted Engines					2 Valve Non-Crossflow Restricted Engines				
Disp	Valves	Current/ New Restrictor	Current/ New Weight	Make/Engine	Disp	Current/ New Restrictor	Current/ New Weight	Make/Engine	Disp	Current/ New Restrictor	Current/ New Weight	Make/Engine		
1299	4	24/23	1830/1750	suzuki	1397	25/24.5	1850/1800	amc	1397	25/25	1780/1800	nissan a14		
1335	3	24/23	1769/1770	honda en	1488	25/24.5	1850/1845	nissan e15	1399	unrest/25	1708/1800	blmi		
1342	3	24/23	1800/1770	honda ew	1490	25/24.5	1830/1845	mazda	1438	25/25	1902/1820	fiat		
1488	3	24/23	1900/1845	honda ew	1493	25/24.5	1880/1845	vw air cooled	1452	25/25	1880/1825	toyota		
1493	4	24/23	2000/1845	honda d15	1496	25/24.5	1880/1850	saab	1457	25/25	1850/1830	vw		
1497	4	24/23	2000/1850	honda fit	1508	25/24.5	1850/1855	alfa	1471	25/25	1850/1835	vw		
1587	4	24/23	2000/1895	toyota 4ag	1558	25/24.5	1918/1880	lotus	1486	25/25	1750/1845	toyota 5k		
1587	4	24/23	2040/1895	toyota 7afe	1570	25/24.5	1910/1885	alfa	1488	25/25	1850/1845	nissan a15		
1590	4	24/23	2000/1895	honda d16	1573	25/24.5	1918/1885	bmw	1493	25/25	1780/1845	blmi		
1590	4	24/23	2000/1900	honda d16a	1584	25/24.5	1880/1890	vw air cooled	1498	25/25	1815/1850	fiat		
1595	4	24/23	2000/1900	honda b16a	1588	25/24.5	1897/1895	toyota 2tc	1499	25/25	1902/1850	ford		
1596	4	24/23	2000/1900	nissan sr16ve	1592	25/24.5	1918/1895	fiat	1587	25/25	1902/1895	toyota 4a-c/l/lc		
1597	4	24/23	2000/1900	ford	1597	25/24.5	1910/1900	dodge	1588	25/25	1910/1895	vw		
1597	4	24/23	2000/1900	mazda	1597	25/24.5	1910/1900	mazda	1595	25/25	1918/1900	nissan l16		
1597	4	24/23	2000/1900	nissan ga16	1597	25/24.5	1918/1900	nissan e16	1715	25/24.5	1920/1960	dodge		
1598	4	23/23	2000/1900	blmi W10B16	1598	25/24.5	1902/1900	ford	1715	25/24.5	1950/1960	vw		
1762	4	24/22.5	2050/1980	toyota 7afe	1598	25/24.5	1918/1900	ford	1770	25/24.5	1920//1985	nissan l18		
1769	4	24/22.5	2050/1985	nissan qg18dDe	1608	25/24.5	1920/1905	fiat	1780	25/24.5	1950/1990	vw		
1780	4	24/22.5	2050/1990	vw	1679	25/24	1900/1940	vw air cooled	1781	25/24.5	1920/1990	dodge		
1780	5	24/22.5	2050/1990	vw 058/06a/06b	1679	25/24	1920/1940	porsche	1897	25/24.5	1920/2050	opel		
1794	4	24/22.5	2050/1995	toyota 1zz	1696	25/24	1920/1050	saab						
1796	4	25/22.5	2050/2000	ford zetec	1715	25/24	1920/1960	dodge						
1796	4	24/22.5	2050/2000	toyota 2zz	1756	25/24	1920/1980	fiat						
1797	4	24/22.5	2050/2000	honda b18	1756	25/24	1920/1980	lancia						
1797	4	24/22.5	2050/2000	nissan mr18de	1770	25/24	1920/1985	toyota 3tc						
1809	4	24/22.5	2050/2005	nissan ca18de	1779	25/24	1920/1990	alfa						
1834	4	24/22.5	2050/2015	honda b18+	1781	25/24	1950/1990	dodge						
1839	4	24/22.5	2050/2020	ford	1795	25/24	1920/2000	porsche						
1839	4	24/22.5	2050/2020	mazda	1795	25/24	1950/2000	vw						
					1809	25/24	1920/2005	nissan ca18						

Notes:

Bore and stroke variants of base engine configurations shown as separate entries

Currently unrestricted engines unchanged (except 1399cc blmi)

Mazda 12A - 25.5mm SIR at 2000 lbs. (was 27mm at 1950)

Yugo classification deleted (will be restored upon request of competitor wishing to run it)

NOT APPROVED BY THE CRB

FORMULA

F5

1. #2425 (Jim Murphy) Restrict HP by mandating 93 octane gas

There is generally no method available for tech inspectors to determine the octane of fuel. Thus, the proposed rule is unenforceable.

FM

1. #2262 (Darryl Wills) Insulated Fuel Lines
Insulating fuel lines is not permitted in FM. From 9.1.1.F.3, The Intent of the Rules:
It is the explicit intention of these rules and regulations to prohibit innovation and alteration of the cars except as provided by these regulations or supplements.

IMPROVED TOURING

1. #628 (Raymond Blethen) Classify 1981 - 1987 Audi 4000 Quattro
We have been unable to get the complete technical data for this car.
2. (Multiple) Oppose ABS
There is no effective way for scrutineers to check "stock" ABS.
3. #2380 (Timothy Mincey, Sr.) Use of a stronger, safer, cheaper, rear lower control arm
Alternate control arms are not consistent with IT philosophy.

SUPER TOURING

STO

1. #1210 (William Haney) Homologate all F430 Challenge cars
Carbon brakes are not within class philosophy.

STU

1. #2401 (Matthew Miller) allow roadster production windshield rule in STU
Not permitted per ST rules.

STL

1. #2449 (Steven Simpson) increase wheel width to 8" for proposed STL class
Thank you for your input.

PRODUCTION

1. #2354 (Scott Lunder) Allow undercut intake and exhaust valve stems in LP
The requested change is not consistent with class philosophy. Although undercut valves are readily available for some cars, this does not hold true for all cars. Additionally with the ready availability of custom valves at little or no additional cost, even where most valves available for a particular car are undercut, requiring a competitor to run a stock dimension valve stem will not impose any significant cost penalty.
2. #711 (Jeff Babcock) classification of VOLVO 122-S
Despite a request no VTS sheet had been submitted for this car.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #1110/#1215/#2238 (John & Corey Fergus/Joe Moran/Bart Wolf) S2 Runoffs Schedule / class combinations
There were no satisfactory alternatives to allow the requested change.
2. #1153/#1815 (Chris Childs/David Mead) Please do not run STO and T1 or STU and T3 together
There were no satisfactory alternatives to allow the requested changes.
3. #1357 (Aaron Stehly) Split STU and T3 run groups for 2010 Runoffs
There were no satisfactory alternatives to allow the requested change.
4. #1395/#1397 (Evanthe Salisbury/Gayle Lorenz) App B.1.2.H.1 Events - response
Thank you for your input. Based on member input, the CRB has decided to withdraw its recommended change to Appendix B.1.2.H.1 and to leave the current rule in place unchanged.
5. #1504/#1769 (Tom Burdge/Douglas Ogrin) Debris flag
Thank you for your input. The CRB referred your suggestions to differentiate between fluid on course and other debris to be signified by different surface flags for review by the Executive Stewards and the National Administrator of Flagging and Communications. They have completed their reviews and have concluded that the current Debris flag provides sufficient warning that there is a change in course condition. The CRB concurs.

6. #2246 (Reed Kryder) Driver Schools
Your suggestions have merit and the CRB has forwarded your comments to the SCCA Drivers School Committee for consideration.
7. #2247 (Steve Introne) Review of class and number requirements (for spacing between)
The intent of the rule is to ensure that a car's numbers are legible to all race officials.
8. #2427 (John Cooper) Please maintain the technical nature of post race compliance check
Thank you for your inputs. Your comments will be forwarded to the Executive Stewards for their review. The current GCR language is intended to provide flexibility for compliance checking of cars. It is left to the discretion of the Chief Steward and the Chief of Tech to determine what items are inspected.

FORMULA

1. #2226 (Steve Lathrop) Homologation
Homologation of formula and sports racing cars is an examination of basic safety requirements for the category or class based on information provided by the car builder. The homologation process does not imply that a car is compliant with all the rules of a specific class. After homologation, the car may be presented for tech inspection at which time other safety items are examined and some rules compliance checks may take place. However, compliance to the rules of a specific class is ultimately determined by competitors in the class who may use the mechanical protest process if they believe a car is non-compliant to the rules of the class.

FC/FF

1. (Multiple) aluminum brake caliper input
Thank you for your input. The recommended rule change will be submitted to the BoD.

F5

1. (Multiple) Support for item #1297 - Update F500 thermostat rule
Thank you for your input. The recommended rule change will be submitted to the BoD.

IMPROVED TOURING

ITR

1. #2477 (David Karably) wheel size
The wheel diameter rules have not changed. ITR is allowed any wheel up to 17".

SUPER TOURING

STO

1. #2255 (John Slinkard) world challenge cars must run their spec tire type and size
Thank you for your input.
2. #2414 (Rodney Williamson) STO table is missing in Fastrack
Thank you for your input. The existing table was not copied in the ST rewrite. An updated table will be included in the final submission to the BoD.

STU

1. #2306 (Carolyn Kujala) Regarding proposed changes for 2011 (ST ABS Rule)
ABS brakes are not permitted in STU for 2010, but will be permitted in 2011.

STL

1. #2249 (Bill Smith) Clarify OEM Brake rule in STL
If a vehicle is determined to have a deficit in the braking capability, then alternate parts bin brakes from the same vehicle manufacturer may be approved.
2. (Multiple) Support for STL class
Thank you for your input.
3. #2419 (Alan Leshner) Support for STL/Question
Thank you for your input. ST rules allow engine swaps. In the case you cite (Neon), you may put the dual cam engine in your car. There are no weight allowances for camshafts.
4. #2450 (Steven Simpson) proposed STL class, leave brakes open
Thank you for your input. Alternate brake allowances are being researched

5. #2632 (John Costello) Oppose STL
Thank you for your input.

AMERICAN SEDAN

1. (Multiple) Proposed rule for AS transmissions
Thank you for your input. The recommended rule change will be submitted to the BoD.
2. (Multiple) Proposed roll cage rule change
Thank you for your input. The recommended rule change will be submitted to the BoD.

RESUMES

1. #2560 (Pete Taylor) Resume' for ad hoc committee
Thank you for submitting your resume. It will be kept on file.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2010

NUMBER: TB 10-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

1. #2485 (Club Racing Board) Remove "Abandonment"
In 3.2.1, delete "Abandoning,".
In Appendix H, delete "Abandoning, 21"
[This terminology is no longer used.]

Formula

FC

1. #2008 (Ron Boltik) Zetec engine rules clarification request
Although it may seem there is ambiguity in section GCR 9.1.1.B.4.a, taking the sentences separately as intended keeps the rules simple and the GCR from becoming too lengthy. GCR 9.1.1.B.4 states "The philosophy of the Zetec engine in FC is to allow limited engine rebuilds but no performance modifications to the engine." GCR 9.1.B.4.a, first sentence "The cylinder head may not be ported, polished, or machined." clearly is in reference to intake and exhaust ports. Further in 9.1.B.4.a "the cylinder head may not be surfaced or milled beyond the minimum thickness allowed", surfacing and milling are machining operation and in this context they are clearly in reference to the cylinder head to block interface, and are normal operations allowed by "limited engine rebuilds" and not in conflict with the first sentence.

However, to make this section clearer, replace 9.1.1.B.4.a, first sentence with: "The cylinder head may not be ported; *or* polished; ~~or machined~~. *Machining the cylinder head is not permitted except as specified in these rules.*"

FF

1. #469 (Andy Slankard) New FF Kent Block by Ford Racing
Provisional approval was given to a new alternate block for the Kent engine (see Member Advisory in the April 2010 Fastrack). The required inspection and testing has been completed successfully.

In 9.1.1.D.1.b, add a new section as follows:

"4. The Ford Racing block, part number M-6010-16K, is permitted as a replacement part."

Grand Touring

GT2

1. #2356 (Phillip Leonard) Allow alternate induction on MGB GT V8 & RV8
In 9.1.2, GT2, Engines, BLMI, add to Notes: *"Alternate induction: Holley P/N 0-80507-1 (390 CFM) on unrestricted manifold with a mandatory plate between the carburetor and plenum of 0.060" flat steel or aluminum plate with four (4) 1 1/16" holes. Spacer is unrestricted. The restrictor plate shall be positioned within 4" of the throttle butterflies. All inducted air shall pass through the specified restrictor plate."*

Improved Touring

1. #2500 (Josh Sirota) Extend model years for existing listings
Effective 1/1/2011, in 9.1.3, update the model years for the following listings:

ITR

Acura RSX-S -- through '04
BMW E46 325 -- through '06
BMW E46 330 -- through '06
BMW Z4 2.5 -- through '05
Ford Mustang V6 -- through '04
Honda S2000 2.2 -- through '06
Mazda RX-8 -- through '06
Toyota Celica GTS -- through '05

ITS

Mazda Miata -- through '05
Nissan Sentra SE-R Spec V -- through '06

ITA

Mazda3s -- through '06 [Note change in model designation from "Mazda3" to "Mazda3s" to differentiate it from the Mazda3i which is not currently classed.]
Toyota Celica -- through '05

ITB

MINI Cooper -- through '06

ITR

1. #1723 (R David Jones) Classify 2006 Mazda MX-5
Effective 1/1/2011, in 9.1.3, ITR, add:

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Mazda MX-5 (2006)	4 cyl. DOHC	87.4 x 83.1 1998	(I) 35.0 (E) 30.0	10.8:1	91.7	17	3.815, 2.260, 1.640, 1.117, 1.00a0, 0.832	((F) 290.0x22 vented (R) 280.0x10 solid	2440	

2. #2346 (Josh Sirota) Please classify the '06 Honda Civic Si for 2011
Effective 1/1/2011, in 9.1.3, ITR, add:

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Honda CivicSi (2006)	4 cyl. DOHC	88.0 x 98.0 1998	(I) 35.0 (E) 30.0	11.0:1	104.3	17	3.267, 2.130, 1.5.17, 1.147, 0.921, 0.659	((F) 296.0x26 vented (R) 270.0x14 solid	2555	

ITS

1. #1638 (Mark McCaughey) Classify 2005 Toyota Corolla XRS in ITA
In 9.1.3, ITS, add:

ITS	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Toyota Corolla XRS (2005)	4 cyl. DOHC	82.0 x 85.0 1796	(I) 34.0 (E) 29.0	11.5:1	102.4	16	3.166, 2.050, 1.481, 0.916, 0.725	((F) 275.0 vented (R) 254.0 solid	2590	

2. #2236 (Steven Simpson) add 06 cobalt ss to ITA for 2011
Effective 1/1/2011, in 9.1.3, add:

ITS	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Chevrolet CobaltSS (2006)	4 cyl. DOHC	88.0 x 98.0 2384	(I) 35.25 (E) 30.25	10.9:1	103.5	17	3.58, 2.02, 1.35, 0.98, 0.69	((F) 296.0x26 vented (R) 270.0x14 solid	2605	Non-supercharged

3. #2345/#2504 (Josh Sirota/Jim Remy) Please classify the '06 Pontiac Solstice for 2011
Effective 1/1/2011, add:

ITS	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Pontiac Solstice (2006)	4 cyl. DOHC	88.0 x 98.0 2384	(I) 35.25 (E) 30.25	10.9:1	95.1	18	3.75, 2.26, 1.37, 1.00, 0.73	((F) 296.0x26 vented (R) 278.0x12 solid	2905	

ITC

1. #2368 (Vincent Bellotti) Classed for ITC
In 9.1.3, ITC, add:

ITC	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Toyota Tercel (91-94)	4 cyl. DOHC	72.9 x 89.9 1456	(I) 31.0 and 24.0 (E) 31.0	9.3:1	93.7	13	3.545, 1.904, 1.233, 0.885	((F) 238.0x17 vented (R) 207.0 drum	1930	

2. #2484 (Eric Budwit) Request for official classification of the 1.6l MX-3

In 9.1.3, ITC add:

ITC	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
<i>Mazda MX-3 (92-93)</i>	<i>4 cyl. SOHC</i>	<i>78.0 x 83.6 1598</i>	<i>(I) 29.5 (E) 23.54</i>	<i>9.0:1</i>	<i>96.3</i>	<i>13</i>	<i>3.42, 1.84, 1.29, 0.92, 0.73</i>	<i>((F) 258.0x22.2 vented (R) 200.0x35 drum</i>	<i>2070</i>	

Super Touring

STO

1. #1728 (Al Wicht) Rule change #325 gives WCGT cars an unfair advantage

In 9.1.4.1.2.a, clarify the last sentence as follows: "Any OEM non-functional, decorative vents/ducts/*scoops* may be made to be functional provided the exterior body appearance is not modified."

STU

1. #2078 (Bob Maples) Turbo inlet restrictor sizes

Add the following turbo inlet restrictors to 9.1.4.2.b.5: "*34mm at 2340 lbs, 36mm at 2620 lbs, 38mm at 2915 lbs, 40mm at 3235 lbs.*"

2. #2173 (Chris Taylor) Allow 13B 2-bbl carb

In 9.1.4.2.b.4, clarify 13B induction as follows, "12A *and 13B* induction: ..."

Production

EP

1. #653 (Erik Madsen) Boxster VTS for EP competition inclusion

In 9.1.5, EP, add:

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>Porsche Boxster (97-99)</i>	<i>2</i>	<i>2650 * 2716 ** 2783</i>	<i>6 Cyl. DOHC</i>	<i>85.5 x 72.0</i>	<i>2480</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 33.3 (E) 28.1</i>	<i>Fuel injection</i>	<i>95.1</i>	<i>61.42 / 63.58</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Porsche Boxster (97-99)</i>	<i>18 x8</i>	<i>5</i>	<i>(F) 298 vented (R) 290 solid</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500".</i>

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Michael Devins vs. Review Committee COA Ref. 10-04-RI

August 27, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On July 31, 2010 Michael Devins requested a Rules Interpretation (RI) under the 2010 GCR Paragraph 8.1.4. (Compliance Review) and FA Paragraphs 9.1.1.A. and 9.1.1.A.1.g.10. relative to the question that “the width of the floor in a Formula Atlantic is not controlled” and “since many of the FA floors include tunnels the assumption is the width of the tunnels and aerodynamic devices between the front and rear tires are also not controlled and up to the designer/builder. David Nokes, SCCA Chairman of Stewards, appointed a Review Committee consisting of Bob Corbitt, Ken Patterson and Tom Brown, Chairman, to review and render a decision on the request. The Committee met and called Mr. Devins to better understand the request. The results of that conversation instructed the committee to determine the maximum widths allowable per the GCR for specific parts behind the front wheel and ahead of the rear wheel. These parts are:

1. **The width of the floor.**
2. **The width of tunnels incorporated in, or attached to the floor.**
3. **The width of aero devices between the front wheel/ahead of the rear wheel.**
4. **The width of the air foil shown in a picture Mr. Devins supplied of a Swift 016.**

On the four issues the Review Committee issued the following judgment:

1. The floor has been defined as the part of the car supporting the seats and separating the cockpit from the underside. It is noted that the FA bodywork cannot exceed 51.18 inches. Also noted that the parts exposed to the air stream above the belly pan cannot exceed 51.18 inches. Thus, if the body width was narrower than 51.18 inches, the “floor” would be exposed to the air stream and still limited to 51.18 inches.
2. The tunnel is an aerodynamic device exposed to the air stream. The tunnel portions that are in a plane above the floor will be considered body work and subject to a maximum width of 51.18 inches. *The Review Committee’s interpretation of portions of the tunnel below the plane of the floor are not considered body work and, within the area of the front and rear wheels, not limited to a maximum of 51.18 inches.* (based on the definition of “body” (GCR page 124...“above the belly pan”) and the maximum width of 51.18 inches applies to the body. (GCR 9.1.1.A.1.g.2.) The GCR does not specify a limit on the width of the aerodynamic devices below the floor in the area between the front and rear wheel.
3. All aerodynamic aids between the front and rear wheels above the plane of the floor are considered bodywork and subject to a maximum width of 51.18 inches. *The Review Committee’s interpretation of the rule is that any aero device below the plane of the floor would not be considered body work for the reasons cited above and thus not limited to the maximum width of 51.18 inches.*
4. The air foil shown in the picture submitted by Mr. Devins appears to be above the plane of the floor and thus meets the definition of “bodywork” and limited in width to 51.18 inches.

In accordance with GCR 8.1.4. (Compliance Review), the judgment of the Review Committee is automatically submitted to the Court of Appeals for review.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met by conference all on August 19, 2010 and August 26, 2010 to hear, review, and render a decision on the appeal. Bob Dowie, SCCA Club Racing Board Chairman and Doug Gill, SCCA Technical Services Manager-participated in the August 26, 2010 conference call.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Ruling from Mr. Devins, received on July 31, 2010
2. E-mail statement from Tom Brown, received August 16, 2010.
3. Testimony from Bob Dowie, and Doug Gill, received August 26, 2010.

FINDINGS

1. Width of the floor.

The COA accepts the GCR definition of "Floor" to be the same as "Floor Pan". The definition is: "The section(s) of the car normally used as a supporting platform for the seats and to physically separate the interior (cockpit) area from the underside of the car. " The cockpit is defined in the GCR as "The driver/passenger volume within a car in which driver control devices, gauges, and seating are provided." When the surface extends outside the limits of the cockpit , it ceases to be the floor. That surface will be defined as body and is limited to 51.18 inches. GCR 9.1.1.A.g.2.

2. Width of the tunnels incorporated in or attached to the floor.

Since the floor is just what the cockpit covers, the width of the tunnels would be the limit set by the body which is 51.18 inches. GCR 9.1.1.A.1.g.10. states that no part of the car will be below a horizontal line situated 0.4 inches (1cm) above the bottom of the chassis/monocoque. In addition, GCR 9.1.1.A.1.g.10. states that aerodynamic devices shall comply with the rules relating to body work.

3. Width of Aero devices between the front wheel / ahead of the rear wheel.

They are considered bodywork and are limited to 51.18 inches. GCR 9.1.1.A.1.g.10.

4. Width of the air foil shown in the picture attached to the initial request.

They are considered bodywork and are limited to 51.18 inches. GCR 9.1.1.A.1.g.10.

DECISION

The Court of Appeals modified the Review Committee ruling on the width of the tunnels below the floor as none are allowed below the floor, plus tunnels are aerodynamic devices and limited to the width of the bodywork . The Court of Appeals upholds the remainder of the Compliance Review Committee ruling.

Note; The picture supplied by Mr. Devins is of a Swift 016. The line specification for the Swift 016 states "The bodywork may not be modified in shape or size however, replacement bodywork may be supplied by sources other then Swift."

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Jay Novak vs. Compliance Review Committee CR 10-05-RI
August 26, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On August 12, 2010, Jay Novak requested a Compliance Review under the 2010 GCR Paragraph 8.1.4. (Compliance Review). and FCS Paragraph 9.1.1.J.13. (FE tires). He specifically asked for a determination of the legality of chemically treating tires used in the FE class.

David Nokes, SCCA Chairman of Stewards, appointed a Review Committee consisting of Michael Jennings, Bill Meddcalf, and Earl Hurlbut, Chairman, to review and render a decision on the request... On August 20, 2010, the Review Committee issued a judgment that FE tires are specified as to make, size and compound, and that no modifications are allowed including chemical treatment.

In accordance with GCR 8.1.4. (Compliance Review), the judgment of the Review Committee was automatically submitted to the Court of Appeals for review.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met by conference call on August 26, 2010 to hear, review, and render a decision on the appeal. Bob Dowie, Chairman SCCA Club Racing Board and Doug Gill, SCCA Technical Services General Manger participated in the call.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Copy of original compliance request from Mr. Novak, received .August 15, 2010.
2. Ruling of the Review Committee, received August 20, 2010.
3. Email from Earl Hurlbut, received August 24, 2010.

4. Testimony from Bob Dowie and Doug Gill, received on August 26, 2010.

FINDINGS

GCR paragraph 9.1.1.J.13. (FE tires) specifies the tire compounds to be used in the FE class. There is no provision for the alteration of the compound via chemical treatment or other means.

DECISION

The Court of Appeals upholds the decision of the Review Committee finding that the specified FE tires are to be run as delivered by Hoosier without any modification, including chemical treatment.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jon Farbman vs. SOM COA Ref. No. COA 10-12-NE
August 12, 2010

FACTS IN BRIEF

On July 10, 2010, following the Spec Miata (SM) race at the "Glen Double National" held at Watkins Glen International, Steven Miller, SM # 35, protested Jon Farbman, SM #31, for violating GCR 6.1.1.B. (Yellow Flag.....NO PASSING) by passing during a full course yellow flag condition. The Stewards of the Meeting (SOM) Roy Bergman, Bish Hines, Pax Lemmon, Susan Robishaw, David Nokes, Joe Willer, and Gene Kern, Chairman, met, reviewed video evidence, heard testimony, and found Mr. Farbman in violation of GCR 6.1.1.B. The SOM penalized Mr. Farbman with the loss of three finishing positions in class and assessed two (2) automatic penalty points against his competition license per GCR 7.4.A.6. Mr. Farbman appealed the penalty points' assessment.

(The Court notes that three other drivers were also protested by Mr. Miller for the same GCR violation. All were found to have violated the rule and each was penalized with loss of three finishing positions in class and two (2) penalty points against their competition licenses. None of the other competitors appealed the SOM decisions.)

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on August 12, 2010 to hear, review, and render a decision on the appeal. Jack Hanifan was recused from the hearing as he was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Laurence Jon Farbman received July 21, 2010.
2. Official Observer's Report and related documents including Mr. Miller's in-car video, received August 12, 2010.

FINDINGS

The SOM conducted a very thorough review of the evidence including providing all the protested drivers with an opportunity to see and comment on Mr. Miller's video. After reviewing the video all the protested drivers individually confirmed for the SOM they had indeed passed under a double yellow flag condition.

In his appeal, Mr. Farbman confirmed in writing that he did pass Mr. Miller under a full course yellow. He also stated that review of his own in-car video affirmed his infraction. He further stated that the loss of three finishing positions was fair and appropriate. However, he does not feel the assessment of two (2) penalty points against his competition license is fair and appropriate.

Penalty Points are a requirement that has been in the GCR since the early 1990s. Automatic Penalties as written (GCR 7.4.) imposes an absolute requirement and provides no latitude to the SOM or the COA to waive the penalty points

Mr. Farbman submitted no new evidence or argument to support his assertion that the assessment of two (2) penalty points against his license was too harsh, the process was not fair, or the GCR was not properly followed.

DECISION

The Court of Appeals upholds the decision of the SOM. In upholding the SOM, the Court also affirms the assessment of two (2) penalty points against Mr. Farbman's competition license. Mr. Farbman's appeal is not well founded and his appeal fee will be retained by SCCA.

Appellants are reminded that the Court of Appeals normally requires new evidence that was not available to the First Court as a basis for a well-founded appeal. Procedural errors by the First Court may also form a well-founded appeal. Simply asking for a second opinion without basis is not well-founded.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Matthew Green vs. SOM COA Ref. No. 10-13-GL

August 19, 2010

FACTS IN BRIEF

On Saturday afternoon July 31, 2010, at the Cincinnati IT Spec*Tacular double regional races held at Mid Ohio Sports Car Course, Matthew Green (ITB # 96) filed a protest against Charles Kane (ITS # 75) for violation of GCR 6.11.1.A-D. (On Course Driver Conduct) for body contact during their race. The Stewards of the Meeting (SOM), Fred McAninch and Dan Hodge, Chairman, met, reviewed evidence and heard testimony. As Mr. Kane had already left the track for the day, the SOM adjourned until Sunday morning at which time they heard additional testimony and concluded the hearing. They found the contact to be a "racing incident" and disallowed the protest.

Mr. Green is appealing the decision of the SOM as well as their decision to continue the hearing the next day. He also appeals the lack of action taken by the Chief Steward/Operating Steward.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr and Michael West, Chairman, met on August 19, 2010 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Green, received August 11, 2010.
2. Official Observers Report and related documents, received August 16, 2010.
3. Email from SOM Chairman Dan Hodge, received August 16, 2010.

FINDINGS

Mr. Green offered no new evidence or information that was germane to the body contact portion of his case. The COA found insufficient evidence to overturn the SOM decision.

On Mr. Green's procedural issue, the COA found Mr. Kane had not been officially notified of the pending protest prior to his leaving the track on Saturday afternoon. GCR 8.2. requires that hearings be held "...as soon as practical." The SOM correctly applied the GCR and held the hearing when Mr. Kane returned to the track the following morning. The COA notes Mr. Kane fully cooperated with the SOM once he was notified of the protest.

As to the lack of action taken by the Chief Steward/Operating Steward, the Chief/Operating Steward has the authority to make that decision based on the situation. In addition, the decision by the Operating Steward to not take action was not protested by Mr. Green at the event, therefore it is not open to review by the COA.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Green's appeal is deemed well-founded and the appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

James Epting vs. SOM COA Ref. No. 10-14-NE

August 26, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On August 8, 2010, following the Group 5 race at the "MARRS VII" Regional held at Summit Point Raceway, Steven McWilliams, driver of ITA #35, protested James Epting, driver of ITA #57, alleging violation of GCR 6.11.1. (On Course Driver Conduct). The Stewards of the Meeting (SOM) Kathy McLeod, Jude Olivey, Larry Oliver, and John Walsh, Chairman, met, heard testimony, reviewed video evidence, and upheld Mr. McWilliams' protest. Mr. Epting was disqualified, placed on probation for three (3) race weekends, and three (3) penalty points were assessed against his competition license. Mr. Epting appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Jack Marr, and Michael West, Chairman, met on August 26, 2010 to hear, review, and render a decision on the appeal. Jack Hanifan was unavailable for this hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

2. Appeal from James Epting, received on August 16, 2010.
3. Official Observer's Report and related documents, received August 22, 2010.
4. Email from John Walsh, received August 23, 2010.
5. Statement from John Walsh, received August 24, 2010.

FINDINGS

In his appeal, Mr. Epting asserts the video evidence used by the SOM was insufficient to establish that he (Mr. Epting) failed to adhere to GCR 6.11.1.A. Mr. Epting also asserts that Mr. McWilliams should have fallen in behind him as both cars exited Turn 5. He provided witness statements to support his second argument, one of which was a first person observation of the incident from a spectator and the other a recitation of what is the proper racing line for Turns 5 and 6 at Summit Point.

The Court reviewed all evidence used by the SOM and considered both witness statements submitted with Mr. Epting's appeal. The video evidence is most compelling and does not support Mr. Epting's argument that Mr. McWilliams had to automatically fall in behind Mr. Epting as they exited Turn 5. Mr. McWilliams took an accepted line through Turn 5 based on the fact that it was the first lap and traffic was heavy. Mr. McWilliams did not impede Mr. Epting and did not deviate from the line he established heading to Turn 6. However, the video clearly shows Mr. Epting making a pronounced move to his left to assume his preferred line through Turn 6 without fully considering other cars could be using that section of track. Mr. Epting's leftward move caused side to side contact between the cars and resulted in Mr. McWilliams exiting the track and impacting the tire barrier. The Court finds that Mr. Epting's arguments and additional evidence are not sufficient to overcome the evidence used by the SOM in arriving at their decision.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Epting's appeal is deemed well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Michael J. LaMaina vs. SOM COA Ref. No. 10-15-NE

August 26, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On August 8, 2010, following the Group 8 race at the "MARRS VII" Regional held at Summit Point Raceway, Ted Cahall, driver of SM # 77, protested James LaMaina, driver of SM # 12, alleging violation of GCR 6.11.1. (On Course Driver Conduct). The Stewards of the Meeting (SOM) Kathy McLeod, Jude Olivey, Larry Oliver, and John Walsh, Chairman, met, heard testimony, and reviewed video evidence. However, the video evidence was viewed on a very small screen (3") and the SOM were unable

to conclusively determine if Mr. LaMaina was the individual that hit Mr. Cahall. The SOM held the protest open until the video could be viewed on a larger screen. The SOM Chairman viewed the video evidence on a larger screen on Monday, but the other members did not view the video again. The SOM reconvened via conference call on the following Thursday, when the Chairman described what he observed on the video. The SOM ruled that Mr. LaMaina's actions were in violation of GCR 6.11.1.A. and upheld Mr. Cahall's protest. Mr. LaMaina was moved to last finishing position in class, was issued a reprimand, and two (2) penalty points were assessed against his competition license. Mr. LaMaina appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Jack Marr, and Michael West, Chairman, met on August 26, 2010 to hear, review, and render a decision on the appeal. Jack Hanifan was unavailable for this hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Michael J. LaMaina received on August 18, 2010.
2. Official Observer's Report and related documents received August 22, 2010.
3. Statement from John Walsh, received August 26, 2010.

FINDINGS

In his appeal, Mr. LaMaina asserts the video evidence used by the SOM clearly shows his contact with Mr. Cahall was unavoidable and, therefore, was insufficient to establish that he (Mr. LaMaina) was in violation of GCR 6.11.1.A. Mr. LaMaina included a copy of the video evidence used by the SOM. He cites the closeness of four cars racing in a tight pack, and the unexpected braking action by the two cars immediately in front of Mr. Cahall which causes Mr. Cahall to unexpectedly brake very hard. Mr. LaMaina points out the attitude of Mr. Cahall's car (nose dive) and noise (brake lock tire squeal) from Mr. Cahall's car to support his argument. Mr. LaMaina states that this hard, nose dive braking in an area of the track where hard braking is not expected caused him to be unable to avoid hitting Mr. Cahall.

The Court notes the Chairman alone viewed the video on a large screen and provided his observations to the full committee later. He also stated in a follow up message to the Court that he was not able to get the video and audio portions of the evidence to play in sync. He cautioned that any reliance on audio evidence should be made with caution.

The COA reviewed all evidence used by the SOM. The full Court was able to view the video evidence on full size screens with the video and audio in synchronization. The Court also viewed the entire tape to determine if Mr. LaMaina's assertion regarding the normal lack of hard braking in this part of the track was accurate. The Court concluded that Mr. LaMaina's assertion is accurate. The Court also confirmed that Mr. Cahall had to take hard braking action when the car he was following unexpectedly braked hard in front of him causing Mr. LaMaina to hit Mr. Cahall. The Court acknowledges that the nose to tail contact did not result in loss of position.

The Court also observed close but clean racing between Mr. Cahill and Mr. LaMaina prior to the contact and for the balance of the race, confirming that the contact was an isolated, unintentional and unavoidable racing incident. Mr. LaMaina's arguments and review of the video evidence by the full Court are sufficient to overturn the decision of the SOM.

DECISION

The Court of Appeals overturns the decision of the SOM. Mr. LaMaina's finishing position will be restored, the reprimand removed from his driver's file and the penalty points removed from his license. His appeal is deemed well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tommy Boileau vs. SOM COA Ref. No. 10-16-RM
September 9, 2010

FACTS IN BRIEF

On Sunday, August 15, 2010, following the Group 5 race at the Great Salt Race National races held at Miller Motorsports Park, Tommy Boileau, T3 # 34, filed a protest against Chris Sarian, T3 # 65, for violation of GCR 9.1.10.D. (Modifications, specifically GCR 9.1.10.D.8.a.3. - Body/Structure), objecting to the non-factory spoiler on the car. The Stewards of the Meeting (SOM), Skip

Yocom, Beth McLee, Kathy Peckman, and Anne Christian, Chairman, met, reviewed evidence, heard testimony and declined to accept the protest as it was not timely. (GCR 8.3.1.F. How to Protest). Mr. Boileau is appealing their decision not to hear the protest.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 2 and September 9, 2010 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Boileau, received August 23, 2010.
2. Official Observer's Report and related documents, received September 1, 2010.
3. Email from SOM Chairman Anne Christian, received September 1, 2010.
4. Email from Chris Sarian, received September 1, 2010.
5. Email with race results from Carolyn Rasband, Utah Region Timing and Scoring, received August 31, 2010.
6. Email with Divisional point standings from Lea Williams, Rocky Mountain Division Pointskeeper, received August 30, 2010.
7. Email from Chief Steward, received September 4, 2010.

FINDINGS

Following the Sunday Group 5 race Mr. Boileau filed a protest against Mr. Sarian objecting to the installation and use of a non-factory front spoiler on his car during the race. Mr. Boileau discussed his objections with the Chief Steward and then filed a protest requesting action by the SOM. Mr. Boileau was made aware of the GCR requirement that protests citing non-conformance to the rules must be filed not later than one hour prior to the start of the race.

(GCR 8.3.1.F.) He contended that as the car in question did not practice or qualify during the Sunday event, he was unaware of the installation of a non-factory front spoiler until the car appeared on the grid.

The SOM investigated these assertions by interviewing Mr. Boileau and Mr. Sarian, and obtained testimony from the scrutineers. The SOM determined the protest was not filed in accordance with GCR 8.1.3.F. and declined to accept it. The SOM did, however, advise the Chief of Tech to make an entry in the vehicle logbook that the car must be brought into compliance with GCR 9.1.10. D.8.a.3. by the next event.

In his appeal Mr. Boileau asserted that because Mr. Sarian's car did not go out for practice or qualifying and first appeared on the grid at the 5-minute warning, the time frame for filing the protest should have been extended. Based on their investigation and findings, the SOM chose not to extend the time frame for filing. Mr. Boileau further contends the Chief Steward should have taken action against the car once he became aware of the non-compliant configuration. The Chief Steward is empowered under GCR 5.12.2.C., GCR 8.1.1.; GCR 8.1.2. and GCR 8.1.3. to take action against noncompliant cars discovered during post race inspection, but he chose not to do so as is his prerogative.

Mr. Boileau provided no additional evidence beyond what he gave to the SOM to confirm that Mr. Sarian's car first appeared with the non-factory spoiler at the 5-minute warning on the grid. Mr. Sarian provided testimony to the COA that his car competed in the configuration under question on Saturday, August 14, 2010, at this event. The COA confirmed Mr. Boileau also competed in that race.

Based on all the information and documentation available, the COA concludes that the SOM acted properly in handling Mr. Boileau's protest and acted in accordance with the GCR. The SOM could have extended the time for hearing this protest (GCR 8.1.1.) but chose not to as is their prerogative.

Additionally, Mr. Boileau did not protest the lack of action by the Chief Steward. Therefore, the COA cannot review those actions.

The COA understands Mr. Boileau's objections with Mr. Sarian's car as raced. However, the COA finds that the SOM acted within the authority specified by the GCR.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Boileau presented a compelling argument in his appeal. The Court deems his appeal to be well founded and his appeal fee will be returned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Aug. 25, 2010

The Solo Events Board met by conference call August 25th. Attending were SEB members Tina Reeves, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; Richard Holden; Dick Patullo of the BOD; Nancy Downing, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

GENERAL

- The following administrative rule change proposals are published here for member comment:
 - Change the first sentence of 10.6.3 to read as follows:
"The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *one* week from notice to the parties and no later than four weeks from said notice."
 - Change the second sentence of 10.2 to read as follows:
"For delayed protest decisions, an appeal and appropriate appeal fee must be received by the SD within *seven* calendar days of notification of the protest decision."

DIVISIONAL POSITIONS

- The Midwest and Great Lakes Divisions are going to have vacancies in the Divisional Solo Events Steward position. This position is discussed in Solo Rules Introductory Section I.3. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.

RECOMMENDED TO THE BOD

- The following previously-published rule change proposal is being recommended to the BOD for implementation 1/1/2011:
 - Eliminate in Appendix A the listing "(2) Weber DCOE carburetors on I.R. manifold w/ 30 mm chokes" as allowable carburetion for the Turner 1500 in G Prepared. (ref. #2308, 09-114)

STOCK

- Members interested in serving on the SAC should submit their qualifications in writing to the SEB via www.sebscca.com.
- Stock items reviewed by the SAC and SEB and not addressed elsewhere herein included: #2290.

STREET TOURING

- The pending proposals to change the ST bodywork rules, as previously published in earlier issues of Fastrack, are now being considered for an effective date of 1/1/2012.
- Members interested in serving on the STAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET PREPARED

- Members interested in serving on the SPAC should submit their qualifications in writing to the SEB via www.sebscca.com.

PREPARED

- Members interested in serving on the PAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET MODIFIED

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

MODIFIED

- Members interested in serving on the MAC should submit their qualifications in writing to the SEB via www.sebscca.com.

FORMULA JUNIOR / F125

- Members interested in serving on the KAC should submit their qualifications in writing to the SEB via www.sebscca.com.

NOT RECOMMENDED

- Toyota XRunner classification in Stock (ref. #1824) Per the SAC, this vehicle does not meet the SSF requirements in Appendix E.
- Shelby American GT350 classification in Stock (ref. #1860) Per the SAC, this model does not meet the requirements of 13.0.
- Oil cooler allowances in Stock (ref. #1996) Per the SAC, this is seen as affecting performance, and is not consistent with Stock category philosophy.
- Roll bar installation in Stock Miata, 13.2.H (ref. #2123) Per the SAC, this is not consistent with category philosophy. The current allowances of 13.2.H are considered appropriate to the needs of the Stock category at this time.
- Move MR2 Spyder to ES (ref. #2393). Per the SAC, the MR2 Spyder is close in performance to the '99 Miata and would have a decisive advantage over current ES cars.
- Move Neon to HS (ref. #2397) Per the SAC, the 1st generation Neon has been demonstrated to be superior to many current GS cars, and is not a good fit for HS.
- Wider tire for 350Z in STR (ref. #1889) Per the STAC, performance in STR will be monitored and consideration will be given to items of this nature as the class achieves National status.

TECH BULLETINS

1. Stock: Per the SAC, members are reminded of the 3rd paragraph of section 13 (Stock Category), which states: "Except for modifications authorized below, Stock Category cars must be run as specified by the factory with only standard equipment as defined by these Rules." For example, section 13.2.I allows for up to four attachments between the harness bar and the chassis. No mention is made of attachments to any other component. Therefore attachment to any other component, such as the seat, is not allowed. (ref. #1868)
2. Stock: Per the SAC, the first sentence of the seventh paragraph of 13.0 is clarified to read as follows:
"Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, *fenders*, *trim pieces*, etc.) may be used provided they are essentially identical to the standard parts (e.g. have the same type, size, hardness, weight, material etc.), are used in the same location, and provide no performance benefit." (ref. #2413)

RALLYCROSS MEMO

The RallyCross Board seeking candidates for RallyCross Divisional Steward in Rocky Mountain Division. Please forward a Rally resume and letter of intent to rxb@scca.com

ROADRALLY MEMO

RoadRally Board seeking candidates for RoadRally Divisional Steward in NEDiv. Please forward a Rally resume and letter of intent to rrb@scca.com

ROADRALLY BOARD

RRB MINUTES | Sept. 7, 2010

The *RoadRally* Board (RRB) met via conference call on Tuesday, September 7, 2010.

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

Chairman Wakemen called the meeting to order at 7:41 pm CST.

The Final August 2, 2010 RRB Minutes were approved. (English/all)

Proceedings

1. Rally Liaison updates

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

2010 Liaisons:

Assignments: The following have been appointed 2010 Rally Liaisons:

California, NT-NC Rallies (Jan) - Lois Van Vleet
Steel Haul, NC (April) - Jeanne English
New England, NC (Feb) - Rick Beattie (at December RRB Meeting)
Arizona, NC Rallies (March) - Jeanne English
Steel Haul, NC (April 24) - Jeanne English & Mark Johnson
Rally to the Race, NGTA (May) - Jim Wakemen
Chippewa Trail, (June 12) NT-NC-NGTA - Mike Thompson
St. Louis Rallies, (July 10-11) - Lois Van Vleet, Eva Ames, Rick Beattie
Cast in Stone, NT (July 31) - Mark Johnson
Hurdle 2010, NGTA (Aug 7) - Sasha Lanz
Arizona Rallies, 2-NT (Aug 21-22) - Lois Van Vleet
Badger Trails, NT (Sept 5) - Lois Van Vleet & Eva Ames
Oktoberally, NC-NGTA (Sept 4) - Jeanne English

USRRC, NGTA (Oct 22) - Sasha Lanz

USRRC, NT (Oct 23) - Jim Wakemen & Mark Johnson

USRRC, NC (Oct 24) - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

2. Safety Video Progress

Discussion: Johnson reported he will be shooting the video this weekend in South Georgia. October-November will be the first look at the video for the RRB to review.

3. Rules Committee Update – English

English met with the Rules Committee and emailed the board members with their recommendations in **blue** below. The following items were discussed for possible 2011 Rule changes:

- ☐ The RRB decided in September 2009 that one car classes should not be merged with the other classes for determining championship points. Article 4.B.4 needs to be removed from the RRR's. ***The Rules Committee agreed – delete***

Article 4.B.4 from the RRR's. And 4.B.4 should not be in the list of Article 2.D about Regional RoadRally rules and Item 2 in that list should reference Article 10.D, and not 10.B.

- Lifetime points for GTA Nationals. Minimum of GTA Nationals and/or people entering to count for lifetime points... to make it a valid point for lifetime points. English reported 2006 had 2 NGTA events, 2007 had 2, 2008 had 1, 2009 had 3, 2009 had 3 and 2010 has 5. Further discussion is needed. ***Dave Teter will keep a separate record of GTA Lifetime points starting this year, in 2012 the RRB will review the GTA participation levels to see if they are continuing to grow at an encouraging level. The GTA Lifetime points will not be published in the RRRs yet, but can be posted on the SCCA website.***
- Regional contestants who run the same routes, same number of controls as the nationals, should be merged for points. This needs to be put back in the RFO's. Combining regional and national contestants for scoring: It was in the RFO's years ago that "If the RRB should sanction a Road Rally Championship (NCR/NTR/DCR/DTR) event concurrently with a non-qualifying Divisional event, the contestants competing in the qualifying Road Rally Championship event must be scored with ALL contestants within their class who are required to complete the entire event." This sentence was eliminated when Divisional rallies were eliminated. Now that Regionals are part of the National Championship, it should probably be put back, but referencing regionals instead of divisionals. There is also the issue of perhaps 'double dipping' where points might be awarded for both the underlying events(s) as well as the national event. This can probably be fixed as an 'errors and omissions' item. ***The Rules Committee agreed that this needs to be put back in the RFO's (in the '04 RFO's it was Chapter 8, second paragraph).***

Further discussion: Take out the words non-qualifying Regional and non-qualifying divisional. And changing DCR/DTR to RCR/RTR as well. Van Vleet will contact Rick Beattie for the latest version of the RFOs.

- Lifetime points only if x-number of cars in a rally. Further discussion is needed. ***English suggested that Lifetime Points only be awarded if there are x number of cars on the rally. 'x' to be 2,5,6,10? There was no support for this by the Rules Committee. Dave Teter explained the history of Lifetime points, that historically, they have been maintained independently of the RRB and the Rules Committee.***
- A class with only one car, in a Regional Rally that enters a rally and does not finish the rally or turn in their scorecard, should not get Championship Points. ***The Rules Committee decided there cannot be a rule on this because the RRRs apply to Nationals, cannot make rules for regionals (other than what is already in the RRRs in Article 2.D).***

Further discussion: Wakemen will write a letter to all the Regions suggesting Regional rally committees can include in the General Instructions on a qualifying events for championship points on ways to deal with one car classes that pay the entry fee and does not start or finish the rally.

It was also suggested the Regional RoadRally Handbook can be updated to include ways to handle the problem.

Lanz suggested that English discuss this further with the Rules Committee again.

In Summary – NO RULE CHANGES for 2011, only as corrections/errors and omissions.

Old Business

Pego is still working on the 'Tool Kit' on the SCCA website.

New Business

Pego announced Ted Goddard is retiring as Northeast Divisional Steward. Pego will post his position.

Lanz asked questions on the waiver forms and minor release form. Pego to check with the insurance department for Sasha and will get back to him.

Next meeting

Monday, October 4, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:00 pm CST. (English/Lanz)

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>
Forms: <http://www.scca.com/contentpage.aspx?content=45>
Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>
Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>
Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>
General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

RALLY

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

SCCA NATIONAL CONVENTION

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

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | October 5, 2010

The Club Racing Board met by teleconference on October 5, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Robin Langlotz, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-11, 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/>

PRODUCTION

EP/FP

- #2792 (Bob Lembcke) Allow same max. wheel size on all Elva Couriers.
In EP and FP, allow all Elva Courier cars with 1622 cc engine to use **15x7** wheels. [Effective 1/1/11]

AMERICAN SEDAN

- #2895 (CRB) Clarify the carburetor gasket rule
Change 9.1.6.D.1.c. as follows: "An open-sided, closed-top air cleaner assembly, **with maximum diameter of 16 inches**, with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required. Filter element material is unrestricted. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted." [Effective 1/1/11]

SHOWROOM STOCK

SSB

- #2993 (CRB) Mini Cooper S (02-06)
In 9.1.7, SSB, Mini Cooper S (02-04) and Mini Cooper S (05-06), change wheel sizes from **16x6.5 or 17x7** to "**Any stock wheel available allowed. Must have BMW or MINI identification. Entrant must supply proof that wheel was offered in USA from MINI in the form of a factory document.**" [Effective 1/1/11]

TOURING

T2

- #3083 (CRB) Pontiac Solstice Brake Calipers and Rotors
In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09), add to Notes: "**Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted - part numbers 25900763 - left front caliper, 25900764 - right front caliper, 25902073 - left rear caliper, 25902074 - right rear caliper, 25869424 - rear caliper bracket, 25994100 - front rotors, 15921402 - rear rotors.**" [Effective 1/1/11]

CAR RECLASSIFICATIONS

IMPROVED TOURING

ITB

- #1391 (Charles O'Toole) Reclassify the Civic Del Sol S to ITB
Reclassify the 1993 Honda Civic Del Sol S from ITA to ITB at to **2345** lbs. and extend the model years to include **93-95**. This matches the Civic DX models with the same engine that was reclassified last year. [Effective 1/1/11]

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TOURING

T1

1. #3073 (CRB) De-classify Ferrari 430 Challenge
In 9.1.10, T1, delete the Ferrari 430 Challenge ((06-07). These cars are classified and welcomed in STO and their owners are encouraged to take advantage of the lower weight and other allowances in that class. [Effective 1/1/11]

WHAT DO YOU THINK?

GCR

1. #2479 (Terry Hanushek) Control the Number of Double Nationals in Active Divisions
In Appendix B.1.2.H, add a new subsection:
"3. Limited to one per division if more than five National race weekends are scheduled in the division."

The proposer of this change provided the following reasons for its adoption.

The initial rule which was in place for over two decades permitted only one double national per division. This rule served divisions with many tracks and strong national racing programs well since double nationals were not necessary to attract competitors. Divisions which had a small number of tracks and large travel distances were able to upgrade their schedules by requesting a waiver from this rule.

In 2008, the original limitation was removed so that divisions needing multiple double nationals would no longer need to seek a waiver. There was unintended consequence of this rule change. In the divisions with strong national racing programs, the ability to have multiple double nationals tends to concentrate strength in the tracks holding double national and weaken the other programs.

The purpose of this proposal is to balance the needs of the divisions with many tracks and strong programs with the needs of divisions with fewer tracks and longer travel distances. It is, in effect, replacing the current 'one size fits all' policy with a two tier solution which more closely fits the needs of the disparate division programs

MEMBER ADVISORIES

FORMULA

FF

1. #2929 (CRB) Proposed rules clarifications withdrawn
The rules proposed in letter #2288 (September Fastrack) have been withdrawn. The proposal will be considered further and may be reintroduced as rules changes and clarifications for 2012.

TOURING

1. #2972 (CRB) Withdraw open springs and anti-sway bar rule
Based on member input, the CRB has withdrawn the proposal for open springs and anti-sway bars.

NOT APPROVED BY THE CRB

IMPROVED TOURING

1. #2672 (Todd Butler) Allow 90-97 Spec Miata with 99 Suspension in ITA
We do not wish to include a second rule set within ITA and allowing updating/backdating of parts across spec lines is not consistent with IT philosophy. If a region wishes to encourage second entries for Spec Miatas, they may create a region-specific class that races in the same group as ITA.

ITA

1. #1393 (Charles O'Toole) Merge the spec lines for the 92-95 Civic Si and EX
We recently split cars apart with multiple body types on the same line, so this change would not be appropriate.

PRODUCTION

HP

1. #2575 (Martin Burk) Alternate Connecting Rods
The issue of alternate connecting rods has been discussed on a number of past occasions. Absent overwhelming support, the requested change is not recommended. Additionally requiring alternate rods to weigh the same as a stock rod, etc. would be very difficult to police.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #2441/#2457/#2465 (Dean Thomas/Charles O'Toole/Hal Williams) Proposed seat mounting rules are unclear
Thank you for your input. The proposed rule has been modified and submitted to the BoD for approval.
2. (Multiple) Responses to BoD requests for comments on National classes, Runoffs, etc.
We appreciate the time all respondents took to share their views on these issues. Many were extremely well thought out. We have forwarded them to the Board of Directors for their review.
3. #2841 (Peter Villaume) Hood latches versus hood pins
Thank you for your input. The problem you describe is the same for production based cars that retain the stock hood latch.
4. #2656 (Peter Schwartzott) Ideas to improve class strength regionally and nationally
Thank you for your input.
5. #2657 (Peter Schwartzott) Future compact car class
Thank you for your input. The CRB is exploring possibilities in this area.

FORMULA

F500

1. (Multiple) Alternative Motorcycle Drivetrain Proposal
The CRB has decided to postpone consideration of 600cc motorcycle engines in F500 until additional testing has been done using restricted engines in on track situations. When sufficient information has been provided, the CRB will put the proposal before the membership again.

The CRB thanks all the many members who wrote responses to this proposal.
2. #2755 (George Bugg) Request National level testing for motorcycle powered cars
There is no existing mechanism for allowing cars (or cars with drivetrains) not approved for National racing participation to be on track at National races. However, there are some experimental events that have been approved by the Board of Directors where Regional and National classes run together. These events could provide the opportunity for the testing you are requesting. A region-specific class that embraces F500 chassis with 600cc motorcycle drivetrains would be a necessary prerequisite as already exist in some regions. If such a class does not exist in your area, you should contact the regions to add such a class.

FF

1. #2073 (Reid Hazelton) Honda Fit V. Kent Debate
Thank you for your input. The CRB will continue to monitor the performance of the FF cars using the Honda FIT engine. We remain committed to the continued viability of the Kent engine in FF.
2. #2086 (Arthur E. Smith) Allow Alternate Carburetor for Cortina Engine
The rules process to approve the use of an alternate carburetor in this instance requires back to back dyno testing utilizing an approved part and the requested part. After the data has been submitted, the alternate part will be considered for inclusion in the approved list of parts for this application.
3. #2087 (Arthur E. Smith) Allow Kent rear cover on a Cortina block
This request is unclear as to what specific part or parts are being requested. Please resubmit with part numbers and, if available, manual drawings or pictures would be helpful.
4. #2659 (Arthur E. Smith) Opposes aluminum calipers with any size(s) piston in FF
Thank you for your input.

FV

1. (Multiple) FV Manifold Rules Change
The CRB has modified the published rule change for FV manifolds to average the measurements of the curved section and has sent the proposal to the BoD for approval.

The CRB wishes to thank all the members who wrote regarding this proposed rule change. We received more letters on this issue than we ever have on any other.

IT

1. #2658/#2663/#2709 (Dave Gran/Steven Ulbrik/Josh Baldwin) Support of the rule changes to authorize weight changes

Thank you for your input. The proposed rule change has been forwarded to the BOD for approval.

ITC

1. #2616 (Brody Saari) Request rules explanation/reasoning
All air restrictions from the original fuel injection system must remain in place, although air metering devices may be added to support aftermarket ECUs.

RESUMES

1. #2788 (Scott Lunder) Production advisory committee interest
Thank you for your submission. Your resume will be maintained on file.

CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2010

NUMBER: TB 10-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/1/10 unless otherwise noted.

GCR

1. #2711 (Morris Hamm) Welding Code Reference Change

Replace 9.4.5.E.6, in its entirety with:

"All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Welds shall be continuous around the entire tubular structure. Alloy steel must be normalized after welding. It is recommended that a certified AWS D1.1 welder do all welding."

[When 9.4.G.4 was rewritten, 9.4.5.E.6 was supposed to have reflected the same changes.]

Formula

FA

1. #2739 (CRB) Correct omission

Effective immediately, in 9.1.1.A.2.a Note, add the following:

"SIR location is unrestricted so long as all SIR criteria are met."

Grand Touring

None.

Improved Touring

ITR

1. #2764 (Grafton Robertson) Reconsider 04-06 model years E46 330

Correct the spec line for the BMW 330i to include the phrase *"(excludes ZHP)"* after the model years. The model years for this listing were extended last month; the newer years had the ZHP package available which has more horsepower due to different camshafts and other changes.

ITA

1. #1390 (Charles O'Toole) correct classifications for the Honda Civic Del Sol Si

Split the Honda Civic Del Sol Si lines into two spec lines, one for **93-95** and the other for **96-97** model years. The specs are unchanged except the 93-95 weight is **2270** and the 96-97 weight is **2305**.

In Honda Civic Si (92-95), correct the weight **2305** to **2270**. [These cars share an engine with the 93-95 Honda Civic Del Sol Si.]

2. #2720 (Brett Mars) Classify Focus ST

Classify the 05-06 Ford Focus ST in ITA at 2680 lbs.

ITA	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Ford Focus ST (05-06)	4 cyl. DOHC	87.38 x 94.0 2255	(I) 35.0 (E) 30.0	9.9:1	102.9	16	3.417, 2.136, 1.448, 1.028, 0.767	((F) 277.9 vented (R) 251.0 solid	2680	

Super Touring

None.

Production

1. #2931 (CRB) Displacements are nominal

In all Production car spec lines, the listed displacement is nominal. Add to the headings of all Production car spec pages *"(nominal)"* after "Displ. cc/(ci)". Bore and stroke specifications must be met for all cars.

EP

1. #2790 (Erik Madsen) Correction of Boxster 2.5 spec line, request for weight review

In EP, Porsche Boxster (97-99), correct brake specifications to list rear rotors as *"vented"* and list an additional wheel size of *"17x8.5"*. The performance of this car will be monitored with respect to the weight reduction requested by the competitor.

2. #2887 (Jon Brakke) Correct wheel sizes for -02 Miata
In EP, Mazda MX-5 Miata (90-97, 94-97 and 99-02), delete the ~~18x8~~ wheel size (listed in error).

American Sedan

None.

Showroom Stock

SSB

1. #2991 (CRB) Mazda MX-5 (2009) adjust weight
In 9.1.7, SSB, Mazda MX-5 Touring/Grand Touring (2009), change weight from ~~2650~~ to **2600**.
1. #2992 (CRB) Pontiac Solstice (06-09) adjust weight
In 9.1.7, SSB, Pontiac Solstice (06-09), change weight from ~~3000~~ to **2900**.
2. #2994 (CRB) Ford Mustang (05-09) adjust weight
In 9.1.7, SSB, Ford Mustang V6 (05-09), change weight from ~~3240~~ to **3450**.
3. #2995 (CRB) Camaro V-6 (06-02) adjust weight
In 9.1.7, SSB, Chevrolet Camaro V-6 (96-02), change weight from ~~3360~~ to **3300**.

SSC

1. #2996 (CRB) Acura GS-R (94-01) adjust weight
In 9.1.7, SSC, Acura Integra GS-R VTEC (3 or 4 door) (94-01), change weight from ~~2775~~ to **2825**.
2. #2997 (CRB) Toyota Celica GTS (00-05) adjust weight
In 9.1.7, SSC, Toyota Celica GTS (00-05), change weight from ~~2910~~ to **3010**.

Spec Miata

None.

Sports Racing

1. #2739 (CRB) Correct omission
Effective immediately, correct 9.1.9.A.2.a.6, second paragraph by adding the following at the end: ***"SIR location is unrestricted so long as all SIR criteria are met."***

Touring

ST

1. #3007 (CRB) ST will be a regional class beginning 1/1/11
In the April 2010 Fastrack, the CRB notified the membership that if the Touring category ST class national participation numbers did not meet the 2.5 average requirement the class would no longer be a national class. Effective 1/1/11, ST will become a regional only class. Competitors may choose to run their cars in STO.

Effective 1/1/11, in 9.1.10. TOURING CATEGORY CLASSES: add, after "ST (ST)" ***"Regional Class"***

T2

1. #2897 (Club Racing Board) E&O for Evo wheels
In T2, Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06), add to the allowed wheel sizes **17 x 9**. [In the February 2009 Fastrack this wheel size was added, but it was not reflected in the GCR spec line.]
2. #2897 (CRB) E&O for Evo wheels
In 9.1.10, T2, Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), add to the specs as follows: Wheel Size (inch): **17 x 9** [This allowance was made in the February 2009 Fastrack but was not entered into the spec line in the GCR.]
3. #2984 (CRB) Cadillac CTS-V adjust weight
In 9.1.10, T2, Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), change weight from ~~3940~~ to **3750**.
4. #2985 (CRB) Camaro adjust weight and add model year
In 9.1.10, T2, Chevrolet Camaro (2010-**11**), change weight from ~~3990~~ to **3750**.

T3

1. #2986 (CRB) Chevrolet Cobalt Super Charged adjust weight
In 9.1.10, T3, Chevrolet Cobalt SS (05-07), change weight from ~~3025~~ to **2950**.

2. #2987 (CRB) Chevrolet Camaro (2010-2011) V-6 adjust weight and add model year
In 9.1.10, T3, Chevrolet Camaro (2010-~~11~~), change weight from ~~3800~~ to **3600**.
3. #2988 (CRB) Honda 2000 adjust weight
In 9.1.10, T3, Honda S2000 (00-09), change weight for 2.0L from ~~2930~~ to **2980**. and for 2.2L from ~~3020~~ to **3070**.
4. #2989 (CRB) Nissan 350Z adjust weight
In 9.1.10, T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change weight from ~~3400~~ to **3325**.
5. #2990 (CRB) MazdaSpeed Miata remove TIR
In 9.1.10, T3, Mazda MazdaSpeed Miata (04-05), Notes: delete ~~31mm turbo inlet restrictor is required~~.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Chris Windsor vs. SOM COA Ref. No. 10-18-NE

October 7, 2010

FACTS IN BRIEF

On September 5, 2010 following the SMM race at MARRS 10 held at Summit Point Raceway, David Perkins, driver of SM # 92, protested Chris Windsor, driver of SM # 38, alleging violation of GCR 6.11.1. (Driver Conduct).

The Stewards of the Meeting (SOM) Susan Robishaw and Sara Snider, Chairman, met, reviewed evidence and testimony, and upheld the protest assessing Mr. Windsor a reprimand and the loss of MARRS points for the race. Two (2) penalty points were assessed against his competition license.

Mr. Windsor appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on October 7, 2010 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Chris Windsor, received September 15, 2010.
2. Official Observer's Report and related documents, received September 21, 2010.
3. E-mail statement from David Perkins, received September 28, 2010.

FINDINGS

The COA reviewed all of the documents submitted with the Observer's Report, and evidence submitted by Mr. Windsor. The COA concluded that there was insufficient evidence to overturn the decision of the SOM.

DECISION

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

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jim Averett vs. SOM COA 10-19-RO

September 21, 2010

FACTS IN BRIEF

On September 20, 2010, following the CSR qualifying session for the SCCA National Championship Runoffs held at Road America, A. G. Robbins, Assistant Chief Steward for Tech, filed a Chief Steward's Action (CSA) against Jim Downing, driver of CSR # 63, for violation of GCR 9.1.9.A.2.a.6. (CSR Engine Restrictions) and removed his qualifying times. Mr. Downing protested the Chief Steward's Action. The Stewards of the Meeting (SOM) Julie Komp, Ken Patterson, and Bob Horansky, Chairman, met, heard the protest, interviewed witnesses including members of the SCCA Club Racing Board (CRB), and examined the vehicle. The SOM concluded that the vehicle was compliant based on testimony from the CRB. However, the SOM ruled the car did not conform to GCR wording for restrictor location within the throttle body due to inconsistent wording in the rules. The SOM were bound by the language of the GCR as written. The SOM upheld the CSA and found the vehicle noncompliant. Jim Averett, Chief Steward for the event, appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 21, 2010 to

review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mr. Downing.
2. SOM report and related documents.
3. Witness statement from Dave Gomberg, member CRB, stating the CRB position on the wording of the applicable section of the GCR.

FINDINGS

The COA reviewed all of the information from the SOM and interviewed Dave Gomberg, CRB member. In his testimony, Mr. Gomberg stated that the intent of the CRB was to allow unrestricted location of the single inlet restrictor (SIR) on the CSR, and that the inconsistent wording in the GCR should be corrected. To support their position, the CRB announced a change to the CSR/DSR Rules to correct this omission. The change reads:

“Effective immediately, correct 9.1.9.A.2.a.6., second paragraph, by adding the following sentence: SIR location is unrestricted as long as all SIR criteria are met.”

DECISION

The Court of Appeals overturned the decision of the SOM. Based on “Errors and Omissions”, the SIR in question is compliant and Mr. Downing’s qualifying times will be restored. The COA finds Mr. Averett’s appeal is well founded.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jim Averett vs. SOM COA Ref. No. 10-20-RO

September 22, 2010

FACTS IN BRIEF

On September 22, 2010 at the SCCA National Championship Runoffs held at Road America, Dennis Dean, Assistant Chief Steward for Tech, filed a Chief Steward’s Action (CSA) against Andrew Wright, driver of HP #07 Jensen Healey, and removed the tech sticker from his car. Mr. Dean stated that the Jensen Healey is classified for competition as an FP car in the SCCA 2010 GCR, not in HP as asserted by Mr. Wright. Mr. Wright protested the Chief Steward’s Action.

The Stewards of the Meeting (SOM) John Petersen, Skip Yocom, and Barbara Knox, Chairman, reviewed all of the evidence, heard witnesses and determined that the January 2010 *FasTrack* did classify the Jensen Healey in HP. A SCCA Club Racing Board (CRB) representative testified that the January 2010 *FasTrack* designation of an HP classification for that car was a typographical error and that FP is the correct designation as shown all year in the electronic version of the 2010 GCR.

The SOM determined that nowhere is it stated in the GCR that the electronic version of the GCR takes precedence over a *FasTrack* publication. Based on the January 2010 *FasTrack* designation of HP for the Jensen Healey, the SOM upheld Mr. Wright’s protest and returned the car’s tech sticker to him. Jim Averett, Chief Steward for the event, appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 22, 2010 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Averett.
2. SOM report and related documents.
3. Testimony of Dave Gomberg, CRB member.

FINDINGS

GCR 1.2.2.A states “.....the SCCA may revise or supplement the GCR through *FasTrack*”. GCR 1.2.1 states “.....the newest edition of the GCR takes effect and supersedes all previous editions”. The 2010 GCR Foreword states “The electronic editions take precedence over the printed editions.”

The COA reviewed the January *FasTrack* and solicited testimony from the CRB. The erroneous entry that listed the Jensen Healey in HP was made under the classification header for FP. The CRB recognized this as an inadvertent typographical error, and the Jensen Healey was always correctly listed in FP in all 2010 electronic editions of the GCR.

The Jensen Healey is classified as an FP in the September 2010 electronic GCR and that edition of the GCR is in force for the 2010 Runoffs. Therefore, the Jensen Healey can only be an FP car regardless of any classification errors made in earlier editions of *FasTrack*.

DECISION

The Court of Appeals overturns the decision of the SOM. The Jensen Healey is not eligible for competition in HP and the ACS for Tech acted properly when he removed the tech sticker. The COA finds Mr. Averett's appeal well founded.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Tom Sloe vs. SOM COA Ref. No. 10-21-RO

September 22, 2010

FACTS IN BRIEF

On September 22, 2010 at the SCCA National Championship Runoffs held at Road America, , Assistant Chief Steward for Tech, Dennis Dean, filed a Request for Action (RFA) asking for a ruling on a carburetor/air cleaner gasket installed on AS # 1, driven by Tom Sloe. The Stewards of the Meeting (SOM) Mike Beaumia, R. David Jones, and Earl Hurlbut, Chairman, met, reviewed documents, heard witnesses, and inspected the gasket in question. The SOM determined the gasket was installed in the proper location (between the carburetor and the air cleaner) for the designated function. However, the SOM determined that due to the composition of the material used in the construction of the gasket, and its dimensions and installation method, the gasket was performing functions not in compliance with GCR 9.1.6.D. and 9.1.6.D.1.c. The SOM removed Mr. Sloe's September 22, 2010 qualifying times and assessed two (2) penalty points against his competition license.

Mr. Sloe appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 22, 2010 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Tom Sloe.
2. SOM report and related documents.
3. Testimony of Tom Sloe.
4. Testimony of John Stracensky, crew for Mr. Sloe.
5. Testimony of Dennis Dean, Assistant Chief Steward for Tech.
6. Testimony of Rick Henschel, 2010 Runoffs AS Category Tech Chief.

FINDINGS

The SOM determined that while the gasket was installed properly, its dimension and the material used in its composition provided the additional function of a heat shield which is a prohibited modification. (GCR 9.1.6.) In addition, the SOM determined that the installation of the gasket provided shrouding or ducting of air to the carburetor or air cleaner which is prohibited by the GCR. (9.1.6.D. and 9.1.6.D.1.c.)

In his appeal, Mr. Sloe stated that he asked for inspection of this same gasket by Tech at the Runoffs in 2006 and 2007 and was informed that there was no problem with its use. This was verified by a witness present at that time. Mr. Sloe further stated that the gasket did not act as a duct as defined in the GCR, that the GCR states that gaskets can be of unspecified composition, and that engine gaskets are unrestricted.

The COA in its investigation, which included physical inspection of the gasket and its installation, determined that the gasket as constructed and installed was performing functions not in compliance with the applicable GCR sections.

In addition, the COA verified Mr. Sloe's assertions of previous acceptance of this gasket by Tech officials at past Runoffs. The COA also confirmed that Mr. Sloe was declared the AS National Champion in 2009 and, according to his testimony and testimony

from the Tech Staff present at that event; the car competed with the gasket in place. The certification of the final results for the 2009 SCCA Championship Runoffs confirms that the car was declared compliant as raced.

Mr. Sloe entered the 2010 Runoffs with full expectation of using the gasket in question. Mr. Sloe installed and used the gasket exactly the same as in the past three Runoffs he entered. Following the second qualifying session at the 2010 event, it was determined that the gasket was not compliant.

DECISION

The Court of Appeals upholds the SOM ruling on noncompliance. However, based on the additional historical information provided by Mr. Sloe, the AS Tech crew, and the official certifications that the car as raced at the 2009 SCCA Runoffs was compliant, the COA modifies the penalty as follows:

Restore Mr. Sloe's qualifying times and remove two (2) penalty points from his competition license.

Make a notation in Mr. Sloe's vehicle log book that this gasket or similarly constructed gaskets are prohibited for the remainder of the 2010 SCCA Runoffs at Road America and should be checked for compliance at future SCCA Club Racing events.

Mr. Sloe's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Patrick Gallagher vs. SOM COA Ref. No. 10-22-RO

September 24, 2010

FACTS IN BRIEF

On September 24, 2010 at the 2010 SCCA National Championship Runoffs held at Road America, Assistant Chief Operating Steward Rick Mitchell filed a Request for Action (RFA) to investigate Patrick Gallagher, driver of F5 # 00, for a pass under yellow during the pace lap prior to the start of Race # 2.

The Stewards of the Meeting (SOM), Skip Yocom, John Petersen, and Barbara Knox, Chairman, met, reviewed documents, heard witnesses, watched the SpeedCast TV video, and determined that car # 00 did improve its position on the pace lap while the course was under a double yellow flag condition. The SOM penalized Mr. Gallagher in accordance with the 2010 Penalty Guidelines, giving him a three (3) finishing position penalty and assessed two (2) penalty points against his competition license.

Mr. Gallagher appealed this decision.

DATES OF THE COURT

The Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 24, 2010 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Gallagher.
2. SOM report and related documents.
3. Testimony of Patrick Gallagher.
4. Testimony of Mr. Gallagher/s father.
5. SpeedCast video.
6. Road America track video.

FINDINGS

The Court reviewed documents, heard witnesses and reviewed the SpeedCast TV video. The Court also was able to work with Race Control to recover and view the Road America track video showing the incident from two camera positions at Turn 5. This key piece of video information was unavailable to the SOM. The video was compelling as it showed the leader, car # 92, spinning in his own oil causing car # 00, which was immediately behind him, to lose control. Car # 00 did a partial spin, never leaving the track surface, and retained his front row position. Car # 47, the original fourth place qualifier, moved to driver's left to avoid the spinning cars and was parallel to car # 00 as they moved away from the incident. Conflicting witness statements from F&C

workers had car # 00 spinning off course, re-entering mid-field, and then resuming his original starting position. The COA notes the field was released from grid in single file formation and instructed to form into the standard two-by-two starting formation on the back side of the course. This was done for safety reasons. The Road America track video shows that car # 00 was never lower than second place in the single file formation and did not pass under the yellow when moving into his proper place in the two-by-two starting formation.

DECISION

The Court of Appeals overturns the decision of the SOM, restores car # 00's original finishing position, and rescinds any assignment of points. Mr. Gallagher's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tom Daly vs. SOM Ref. No. COA 10-23-RO

September 25, 2010

FACTS IN BRIEF

On September 25, 2010 at post-race impound at the 2010 SCCA National Championship Runoffs held at Road America, Assistant Chief Steward for Tech, Dennis Dean, filed a Request for Action (RFA) to investigate the eligibility of the wheels on SSC # 02, driven by Tom Daly, the fifth place finisher. The Stewards of the Meeting (SOM), Julie Komp, Ken Patterson, and Bob Horansky, Chairman, inspected the wheels and confirmed they were size 6 1/2Jx15H2, 7-spoke aluminum VW wheels. The SOM took photos and interviewed witnesses including Tom Daly, David Kettler, Tech, Bob Dowie, Chairman, SCCA Club Racing Board (CRB), and Jim Averett, Chief Steward. The SOM ruled the wheels were noncompliant and moved Mr. Daly to last finishing position in SSC. Two (2) automatic penalty points were assessed against Mr. Daly's competition license.

Mr. Daly appealed this decision.

DATES OF THE COURT

The Court of Appeals (COA) Jack Hanifan, Steve Harris and Jack Marr, Chairman, met on September 25, 2010 to review, hear, and render a decision on the appeal. Michael West, Chairman of the Court, recused himself from this hearing

DOCUMENTS AND OVER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Tom Daly.
2. SOM report and related documents.
3. Testimony of Tom Daly.
4. Testimony of Jim Averett, Chief Steward.
5. Testimony of Bob Dowie, Chairman, CRB.

FINDINGS

.The COA reviewed documents provided by the SOM and heard testimony from Tom Daly, driver of the car in question, Jim Averett, and Bob Dowie. The COA used *DecodeThis.com* to translate the Vehicle Identification Number (VIN) for Mr. Daly's 2007 VW Rabbit and found that the vehicle in question was originally delivered with 15x6 inch steel wheels as standard equipment. The 15x6 1/2 wheels on Mr. Daly's car as raced were not standard equipment as defined in the 2010 GCR (9.1.7.E.8.) ,and they were not a size listed on the spec line for this car in the 2010 GCR SSCS. Mr. Daly advised the COA that he purchased the car second hand and the wheels currently on the car came on the car. The COA determined that Mr. Daly committed a technical infraction of the 2010 GCR.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Daly's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

John H. Payne vs. SOM COA Ref. No. 10-24-RO

September 25, 2010

FACTS IN BRIEF

On September 25, 2010 following the AS race at the 2010 SCCA National Championship Runoffs held at Road America, Assistant Chief Steward for Tech, Robert Corbitt, filed a Chief Steward's Action (CSA) disqualifying Eric Curran, driver of AS # 53, for noncompliance with 2010 GCR 9.1.6.D.1.a.2. Mr. Curran's car had too many gaskets under the carburetor. John Payne, Entrant for AS #53, protested the CSA ruling.

The Stewards of the Meeting (SOM), Mike Beaumia, R. David Jones, and Earl Hurlbut, Chairman, met, interviewed John Payne, and inspected the carburetor and gaskets on the # 53 AS. The Entrant accompanied the SOM and observed their inspection of the parts in question at Tech. The SOM ruled the car was noncompliant as raced and upheld the CSA disqualifying Mr. Payne's car.

Mr. Payne appealed this decision.

DATES OF THE COURT

The Court of Appeals (COA), Steve Harris, Jack Marr, and Michael West, Chairman, met on September 25, 2010 to review, hear, and render a decision on the appeal. Jack Hanifan, regular member of the Court, recused himself from the hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Payne.
2. SOM report and related documents.
3. Testimony of Jim Rogaski, Assistant Chief Steward.
4. Testimony of Mr. Payne.

FINDINGS

The COA reviewed documents provided by the SOM, and interviewed Mr. Payne and Jim Rogaski, Assistant Chief Steward. Mr. Payne asserted that the noncompliant gaskets should have been found at post-qualifying impound. He further stated that his penalty should be the same as for another appeal involving an AS gasket found in a post-qualifying session earlier in the week. The COA confirmed for Mr. Payne that the situations were similar only in that both pertained to AS cars; the infractions were not the same. In Mr. Payne's car, the gaskets were between the carburetor and the manifold. In the other case, the gasket was between the air cleaner housing and the carburetor (i.e., above the carburetor). It was only after the carburetor was removed from Mr. Payne's car at post-race impound that the Tech staff found three (3) carburetor gaskets were used in mounting the carburetor to the manifold. The gaskets were not readily visible until the carburetor was removed. GCR 9.1.6.D.1.22. authorizes the use of only two (2) gaskets when mounting the carburetor to the manifold. Mr. Payne's car was not in compliance.

In addition, Mr. Payne stated the penalty was too harsh. The COA determined that while stringent, the Chief Steward has the authority to disqualify a noncompliant car and the SOM confirmed that the Chief Steward exercised his authority in accordance with the 2010 GCR.

Mr. Payne provided no new evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Payne's appeal is not well founded and his appeal fee will be retained by SCCA.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Dwayne Anderson vs. SOM Ref. No. COA 10-25-RO

September 26, 2010

FACTS IN BRIEF

On September 25, 2010, at the 2010 SCCA National Championship Runoffs held at Road America, Dwayne Anderson, Entrant for FM # 42, filed a protest against Juan Marchand, driver of FM # 1, for violation of Supplemental Regulation 14.8. for this event, stating that Mr. Marchand's car left the Road America facility for the purpose of testing at nearby Gingerman Raceway.

The Stewards of the Meeting (SOM) R. David Jones, Julie Komp, and Bob Horansky, Chairman, met and interviewed Dwayne Anderson, Juan Marchand, and Chief Steward Jim Averett. The SOM determined that Mr. Marchand did take his car to an off-site facility during this event. Mr. Averett testified that the reason for Rule 14.8. in the Runoffs Supplemental Regulations is to prevent the testing of race cars on neighboring public roads. The rule does not prevent a car from being removed from the facility and returning to the event. The SOM ruled that Mr. Marchand was not in violation of the Supplemental Regulation referenced and disallowed the protest.

Mr. Anderson appealed this decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 26, 2010 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Anderson.
2. SOM report and related documents.
3. Testimony of Mr. Anderson.

FINDINGS

The COA reviewed documents, and interviewed Mr. Anderson who provided no new evidence. The Court determined the ruling made by the SOM was properly made in accordance with the 2010 GCR and the Supplemental Regulations for the event.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Anderson's appeal is considered not well founded and his appeal fee will be retained by SCCA.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

David Mead vs. SOM COA Ref. No. 10-26-RO

September 26, 2010

FACTS IN BRIEF

On September 25, 2010 following post-race Impound for the SSB race at the SCCA National Championship Runoffs held at Road America, Assistant Chief Steward for Tech, A. G. Robbins, filed a Chief Steward's Action (CSA) disqualifying SSB # 96 for a noncompliant exhaust per GCR 9.1.7.E.27.A.1. David Mead, Entrant, protested the CSA.

The Stewards of the Meeting (SOM) Gary Meeker, Mike Smith and Tom Brown, Chairman, met, heard witnesses, inspected the exhaust system and took photos. They consulted with Bob Dowie, Chairman of the SCCA Club Racing Board (CRB) as to the meaning of GCR 9.1.7.E.27.A.1. Mr. Dowie confirmed that the exhaust in question did not meet the GCR requirements. The SOM ruled that the exhaust was noncompliant and disallowed Mr. Mead's protest. The SOM did mitigate the penalty from disqualification to last finishing position in class.

Mr. Mead appealed this decision

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 26, 2010 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Mead.
2. SOM report and related documents.
3. Testimony of Mr. Mead.
4. Testimony of Mr. Dowie.

FINDINGS

The COA reviewed the documents examined by the SOM including photographs, and interviewed Mr. Mead and Mr. Dowie. The COA determined the ruling rendered by the SOM was made in accordance with the 2010 GCR.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mead provided new evidence, his appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD

CLUB RACING BOARD MINUTES | October 5, 2010

The Solo Events Board met by conference call September 22nd. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

GENERAL

- The SEB is seeking nominees for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards are found in the SoloRules in Appendix K, subsection V. Nominations should be submitted in writing via www.sebscca.com.
- The SEB has an opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com.

DIVISIONAL POSITIONS

- The Midwest and Great Lakes Divisions are going to have vacancies in the Divisional Solo Events Steward position. This position is discussed in Solo Rules Introductory Section I.3. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.

RECOMMENDED TO THE BOD

- The following previously-published items have been recommended by the SEB to the Board of Directors. Effective date for all items shown herein is 1/1/2011.

GENERAL

- Change the last sentence of Appendix C, subsection A.2, to read as follows:

"In a closed car, *or an open car with a removable OE hardtop*, which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."
- Change the second paragraph of 3.1 to read as follows:

"*Models and option packages* designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."
- Add to the end of 12.6.B as follows:

"...or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place."
- Change 3.3.2 to read as follows:

"3.3.2 Roll Bars

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. *The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place.*

Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car."
- Add a new definition to Section 12, as follows:

"12.17 Strut Bar

A transverse member connecting the upper or lower suspension mounting points, at the front or rear of the car. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting points. A triangulated strut bar has a third area of attachment at the chassis, e.g. at the firewall/bulkhead. All connections to the vehicle must be bolted; no connection point to the chassis can be welded."

- Revise section V.E in Appendix E as follows:

V.E.

"Effective 1/1/09, following an initial one year licensing as a SSS, the SCCA Central Licensing Department shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events recorded in the application and signature of the SSSI who presented the continuing education seminar. During each three year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal.

Effective 1/1/11, all SSS must complete the requirements for 3 year licensing not later than 2 years after initial licensing."

Also add to the end of V.F as follows:

"Continuing education requirements for SSSI may be satisfied by attending a SSS seminar conducted by another instructor or conducting one seminar each year."

- Delete 3.3.3.A.3 (Rule book requirement for Annual Tech).
- Change 7.9.1 to read as follows:

"A clearly-visible line around its base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible and this inner edge will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed."

- Change the second sentence of 2.3.B to read as follows:

"Any series of three or more course markers which are generally in a line..."

- Change the first sentence of 7.9.3 to read as follows:

"A 'DNF', or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event."

- Change 7.9.2 to read as follows:

"7.9.2 Displaced or Downed Pylons on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed off course and will then be granted a rerun. However, if the competitor completes the run, the time will stand."

In conjunction with the above, change 7.4 to read as follows:

"7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, or red flag, and will not be given because of mechanical or other failure of the competitor's car. A minimum of five minutes must have elapsed before a competitor may take a rerun.

Pylon penalties are not carried over to the rerun. A DNF on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will

be granted a rerun if appropriate. Failure to exit the remainder of the course at an *appropriately reduced* speed (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner *in order to avoid impeding the progress of the car following*, and to ensure the event remains on schedule.”

- Change the first sentence of 3.3.3.B.9 to read as follows:
“No excessive fuel, oil, water, or brake fluid leaks should be observed.”
- Change the second sentence of 10.2 to read as follows:
“For delayed protest decisions, an appeal and appropriate appeal fee must be received by the SD within *seven calendar* days of notification of the protest decision.”
- Change the first sentence of 10.6.3 to read as follows:
“The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *seven calendar days* from notice to the parties and no later than four weeks from said notice.”

SAFETY

- Change 3.3.3.B.9 as follows:
Replace the sentence beginning “All oil lines passing through...” with the following: “All oil lines passing through the driver/passenger compartment shall be made of metal braided hose *or equivalent (for example Nomex, Kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).”

STOCK

- Move from FS to DS and clarify listing as follows:
“BMW 335i ('07-'10), 335i xDrive ('07-'10), & 335d ('09-'10)”
- Move from GS to HS:
Dodge/Plymouth Neon 2.0L ('00-'05).
- Add as a new subsection 13.2.G (and re-letter subsequent sections accordingly):
“G. *Alternate shift knobs are allowed.*”
- Move from GS to HS:
Mazda Protégé MP3 ('01-'02)

STREET TOURING

- Change 14.2.G to read as follows:
“G. Strut bars (see Section 12) are permitted with all types of suspension, subject to the following constraints:
 1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
 2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
 3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
 4. *Except for standard parts, no connections to other components are permitted.*

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”
- Modify 14.2.C to read as follows:
“C. Factory rub strips, emblems, mud flaps, wings, bolt on front valance lips/spoilers, and *fog lights (except those integral to a headlight or turn signal)* may be removed. *Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.*”
- Modify 14.10.E.4 to read as follows:

"4.) Be used in the same location(s), relative to the chassis, as the OE converter(s). *If the volume of the replacement catalyst substrate/core is smaller than the original, the replacement must fit entirely within the extent of the original*".

- Change 14.3 to read as follows:

"14.3 TIRES

Tires must meet the eligibility requirements of the Stock category, with the following additional restrictions:

- A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
- B. Tires may have section widths up to and including the following:
 - ST, STS, STR (AWD) – 225 mm
 - STX (AWD), STU (AWD) – 245 mm
 - STR (2WD) - 255 mm
 - STX (2WD) – 265 mm
 - STU (2WD) – 285 mm
- C. Tires must have a minimum UTQG tread wear rating of 140 *and a minimum molded tread depth of greater than 7/32", as manufactured.*
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa"

STREET PREPARED

- Change the 4th sentence of 15.1.C to read as follows:

"The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts *and specifications* of these units may not be interchanged."
- Change the second sentence of 15.1.C to read as follows:

"The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined, *welded*, or otherwise changed to facilitate the UD/BD allowance."
- Add new subsection 15.2.P as follows:

"*P. Fog lights may be removed.*"
- Move from DSP to FSP:

Fiat 124 ('66-'74)
- Add new listing in DSP:

"Honda CRX Si & Civic Si ('84-'87)"
- Move 16V Saturn cars from DSP to FSP, with the listings in FSP to read as follows:

"Saturn
SL ('91-'95) & SW ('93-'95) & SC ('91-'96)
SL ('96-'99) & SW ('96-'99) & SC ('97-'00)
SL ('00-'02) & SW ('00-'02) & SC ('01-'02)"
- Change 15.10.Z to read as follows:

"Z. Any accessory pulleys and belts of the same type as standard (e.g. V-belt, serpentine) may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars *may not alter crankshaft/supercharger drive ratio*. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed, such as smog pumps and air conditioning compressors. They may serve no other purpose."
- Add new subsection 15.2.Q as follows:

"*Q. Interior rear view mirror and sun visors, and their mounting hardware (provided it serves no other purpose), may be removed or replaced.*"
- Add to the end of 15.2.M as follows:

"*A clutch pedal stop may be added.*"

- Change the fourth sentence of 15.9.C to read as follows:
 “Longer *or shorter* battery cables may be substituted to facilitate relocation.”
- Change 15.2.C to read as follows:
 “C. Strut bars (see Section 12) are permitted with all types of suspension, subject to the following constraints:
 1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
 2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
 3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
 4. *Except for standard parts, no connections to other components are permitted.*

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”

- Move from ASP to BSP:
 - Porsche
 - 911 non-turbo (NOC)
 - 911 Club Sport
 - 911 Carrera 2 and Carrera 4
 - 914 / 6
 - 924 turbo & N/A
 - 944 turbo & N/A
 - 968
 - Toyota
 - MR2 turbo & N/A ('91-'95)

Note: remove N/A from CSP

- Move from CSP to DSP:

- Mercedes
 - 190 ('84-'93)

- Change 15.10.P to read as follows:
 “P. Any metal clutch assembly, metal flywheel or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g. clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. *Replacement or substitution* of the slave cylinder is permitted, but this does not allow non-original methods of clutch actuation (e.g. pull type versus push type).”
- Add to the end of 15.10.A as follows:
 “*Any power steering fluid cooler may be added.*”

STREET MODIFIED

- Add to Appendix A, Street Modified Category, Engine Classifications:
 “4. *Electric Motors: Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight of 2900 lbs. for SSM and 3100 lbs for SM. Category weight adjustments (e.g. for tire size) are allowed.*”
- Change 16.1.S to read as follows:
 “S. OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. *Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may serve no other purpose.* All associated hardware may be removed, replaced or modified.”
- Change 16.1.D.3.a as follows:

Replace the two sentences beginning with "Any fuel line(s) may be used..." with the following: "Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal, of metal braided hose, or of metal braided hose or *equivalent* (for example Nomex, Kevlar, or nylon braided hose) with AN Series threaded couplings, or entirely covered and protected with a metal cover."

PREPARED

- Add the following listing items for Appendix A, GP Limited-Preparation:

"BMW

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

Carburetion

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

Alt. intake manifold #CAM-6618

Toyota

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

Carburetion

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

- Change 17.2.F to read as follows:

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein."

- In Appendix A – Prepared Class X, change the second bullet item following AWD specification in subsection 9.b. to read as follows:

"- Cars equipped with traction/stability control: + 50 lbs."

- In Appendix A, Prepared Class X, replace subsection 4 with -

4. BRAKES

"Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."

- Add the following wording to the end of rule 17.2.S.

"Front hoods and engine covers may be vented and/or louvered. The total area for all vents and/or louvers on a vehicle may not exceed 500 square inches, unless provided as standard equipment. The total area is measured as the total open area, or the perimeter of the louvers, when viewed from above. All openings must be covered with a wire mesh having openings no greater than one half inch (1/2").

The location, number, and shape of vents and/or louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents and/or louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch above the original surface. No additional scoops, cowls, bulges, or ducts are permitted, unless specified in Appendix A."

- Change 17.10.E.1 as follows:

Replace the two sentences beginning with "Any fuel line(s) may be used..." with the following: "Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose or *equivalent* (for example Nomex, Kevlar or nylon braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover."

- Change the wheel sizes for all variants of the Saab Sonett in GP from 16x6 to 16x7
- Change the wheel sizes for the Saab 93/96 Sedan in GP from 16x6 to 16x7

- Remove "(2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s)" as one of the allowable carburetion items for the Turner 1500 in G Prepared.

MODIFIED

- Change 3.8.E to read as follows:
 "E. Formula SAE (FSAE) - *Applicable* Formula SAE specifications."
- Add as a new 3rd sentence in subsection C.2.m in Appendix A, Modified Class F, as follows:
 "A reverse gear is not required."
- Replace the fourth paragraph of 18.0 with the following:
"The exhaust system/length of a car may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of a noise limiting device(s), and in so doing, keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting devices shall serve no other purpose then that stated, and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame."
- In Appendix A, under Modified Class B, delete subsection G.
Note: This will permit the FE (formerly FSCCA) and ESR (formerly SRSCCA) cars to fall back to being covered by subsection C.
- Replace the last sentence of 18.1.C.2.f with the following:
"Rear doors, if present, may be eliminated or changed as necessary. Front doors and door openings may be altered to accommodate legal wheelbase changes."
- Add to Appendix A, Modified Class F, Section C.2.s (Solo Vee allowances) as follows:
"A device for locking out reverse gear may be used."
- In Appendix A, Modified Class C, change item B under "Exceptions to the GCR..." to read as follows:
*"B. For S2000 minimum weight with driver is as follows:
 1280 lbs. for cast iron head and no cam change
 1305 lbs. for aluminum head OR cam change"*

KART

- Add as a new item at the start of Section 19, before the item beginning "Data acquisition systems..." as follows:
"If a modification is not specifically authorized in this or previous applicable sections of these Rules, it is not allowed."
- Revise 19.1.A.5 to read as follows:
"5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent said weight from becoming separated from kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16" or 8mm Grade 5 bolt, or larger, must be used along with a locking nut, pinch nut, double nut or safety wire. No more than 5 lbs. of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."
- Replace 19.1.D.2 with the following:
"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a water-cooled single cylinder 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition and transmission parts must be CIK-FIA homologated except where otherwise specified. However, parts may be interchanged between model years of the SAME engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tires regulations of the SCCA Solo rules, Section 19.1, and incur a 35-lb. weight penalty.
 - Cylinder: Polishing, grinding and cleaning of the port area are allowed. Resurfacing of cylinder mating surfaces is allowed. Reed block, reed cage and reeds are open. No ports may be added. Total exhaust duration must not exceed 199 degrees.*
 - Cylinder Head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc.*
 - Induction: Air box required and must meet current or prior CIK homologation. The carburetor must meet*

current or prior CIK homologation, and not exceed 30.6 mm maximum bore.

- d. Exhaust Pipe: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer. Must also have the CIK homologation stamp on the pipe.
- e. Exhaust Silencer: Make and manufacturer are open spec. Must meet sound requirements.
- f. Transmission: Transmission components must be standard parts. This means that if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the standard part. The outside diameter and tooth count of the replacement gears must be the same as the standard part. Grinding or polishing transmission parts to provide a better mesh is legal.
- g. Ignition: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer.
- h. Spark Plug: Must be stock, commercially available spark plugs. The body of the spark plug (electrodes not included), tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber. Dimensions: length 18.5mm; pitch X 1.25. Note this is checked with gasket or temp sending unit in place.
- i. Crank, Rod and Flywheel: Crank, Rod, and Flywheel assembly must be standard parts. No modifications will be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing or altering crank pin location are all expressly prohibited. Sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing and small end bearing, piston, piston pin, ring and clips are all non-tech items.
- j. Cooling: an electric water pump may be added to allow circulation of coolant while stationary. The pump, battery and associated plumbing shall serve no other purpose.
- k. Shifting: Mechanical gearbox control only. No ignition interrupt systems are allowed.”

STOCK

- Members interested in serving on the SAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET TOURING

- In light of further member input received since its prior meeting, and per the unanimous recommendation of the STAC, the SEB has reconsidered its earlier decision and is recommending the following change to the BOD, effective **1/1/2011**:
 - Delete 14.2.F
- Members interested in serving on the STAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET PREPARED

- Per recommendation of the SPAC, the pending proposal to move the Mitsubishi Evo from BSP to ASP has been tabled.
- Per recommendation of the SPAC, the following additional previously-published proposals have been tabled:
 - Move from BSP to CSP:

BMW

M3 (E46)

M3 (E36)

Datsun

240Z

260Z

280Z

Honda

S2000

Mazda

RX-8

Comment from the SPAC: moving these cars would not make them any more competitive in CSP than in BSP. At Lincoln the playing field appears to have been leveled between the Evos and the other cars in the class. In addition, cars such as the M3 and RX8 are dissimilar to the rest of CSP.

- Change the 280ZX and 300ZX listings in BSP to the following:

“Nissan/Datsun

280ZX, 280ZX Turbo ('79-'83)

300ZX, 300ZX Turbo ('84-'89)

300ZX, 300ZX Turbo ('90-'96) “

Comment from the SPAC: The original intent was to merge all the Zs onto generation lines. The only feedback received on the proposal was that there have long been '90-'96 300ZX NA cars running in ESP. We do not want to disenfranchise these competitors.

- Move from CSP to DSP:

Audi

- TT 1.8T, FWD & Quattro ('98-June '06)
- TT 3.2L, Quattro ('98- June '06)
- TT 1.8T, 2.0T, 2.5T, FWD & Quattro (August '06-'10)
- TT 3.2L Quattro (August '06-'10)

Comment from the SPAC: The only letters received in this regard were against one or more of the TT's going to DSP. Initial thoughts were that the TT was similar to the R32 already in DSP, but looking closer, the TTs have the potential for more performance than first thought and we would be better off not possibly upsetting a popular class.

- Members interested in serving on the SPAC should submit their qualifications in writing to the SEB via www.sebscca.com.

PREPARED

- Members interested in serving on the PAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET MODIFIED

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

MODIFIED

- The following rule change proposal is published here for member comment:
 - In Appendix A, under Modified Class F, change subsection C.2.r to read as follows:

"r) Valve covers are unrestricted and *must* be bolted on."
- Due to the continuing discussions regarding changes to Section 4.9, class B Modified is not considered by the SEB to be subject to 4.9-based changes at this time.
- Members interested in serving on the MAC should submit their qualifications in writing to the SEB via www.sebscca.com.

FORMULA JUNIOR / F125

- Members interested in serving on the KAC should submit their qualifications in writing to the SEB via www.sebscca.com.

TECH BULLETINS

1. Errors and Omissions: The following items were approved for 2010 implementation, but were inadvertently omitted from the Solo Rules. They will be added for 2011.
 - Revise 13.2.I to read: "Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points and is bolted at those locations. A "C" type harness bar may also be used. It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.) *Truss type harness bars are not allowed.*"
 - Change the 4th sentence of 15.1.C to read as follows: "The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts *and specifications* of these units may not be interchanged."
 - Add to the end of the specifications under Supplemental Class Street Modified Front Wheel Drive (SMF) as follows: "Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM."

RALLYCROSS BOARD

RXB MINUTES | September 13, 2010

The RallyCross Board (RXB) met via conference call September 13. Attending were Bob Ricker, Tom Nelson, Mark Utecht, Brent Blakely, Karl Sealander, Ken Cashion, Warren Elliott, and Stephen Hyatt. Also in attendance were Philip Creighton, Board of Directors liaison, and Pego Mack from the National Office.

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

Bob Ricker began by welcoming three new RXB members to the Board—Ken Cashion, Warren Elliott and Stephen Hyatt.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom Nelson reported that the Safety Committee would meet on September 15.
2. RallyCross Rules Committee (Mark Utecht): Mark Utecht informed the RXB that he would be tendering his resignation from the RXB as soon as the 2011 RallyCross Rules are finalized and reminded the RXB that the Rules Committee would need a new chairman. Bob Ricker requested a volunteer from the RXB to serve as liaison and chairman of the Rules Committee. Warren Elliott volunteered and was officially appointed by Bob Ricker to the position. Pego Mack requested a document with all changes to the 2011 RallyCross Rules to present to the BOD for approval. Mark Utecht will provide.

Old Business

1. Annual RallyCross Award: Brent Blakely suggested that the award go to individuals only. The RXB all agreed. Mark Utecht requested a better name for the award than *RallyCross Contributor of Distinction Award*, which discussion and decision were tabled until the next meeting.
2. E-Blast: The RXB needs a volunteer from the RXB, RallyCross Divisional Stewards, RX Rules Committee, or RX Safety Committee to compile and produce a RallyCross E-Blast on a quarterly basis. Stephen Hyatt volunteered for the task. Pego Mack will coordinate.

New Business

1. National Championship Protest: The RXB received a letter from a member regarding a protest filed at the recent National Championship. The letter requested that the RXB make rules that would limit protests to competitors only. RXB discussed the issue at length and felt that the protest was appropriate and no changes to the current rules were needed at this time.
2. Rally America event discussion: The SCCA manned an information booth at a recent Rally America event in New Jersey. Pego Mack reported that it was good exposure for the SCCA RallyCross program because of the event's success and the abundance of downtime for spectators to visit vendor booths.
3. National Convention seminars: The RXB discussed the seminars and presentations for next year's National Convention. It was decided that the RallyCross program would conduct seminars similar to the previous year but with greatly expanded content.
4. Standardized Supplemental Regulations for National events: Pego Mack requested that the RXB create a set of standardized Supplemental Regulations for National Challenge, East/West Championship and the National Championship events. She distributed a set of the Supplemental Regulations from the recent National Championship. The RXB agreed to review it individually and send suggestions for changes to Pego.

Next meeting: October 11, 2010

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RXB MINUTES | October 11, 2010

The RallyCross Board (RXB) met via conference call October 11. Attending were Bob Ricker, Chairman, Brent Blakely, Karl Sealander, Ken Cashion, Warren Elliott, and Stephen Hyatt. Also in attendance were Bill Kephart and Marcus Merideth, Board of Directors liaisons, and Pego Mack and Howard Duncan from the National Office.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Bob Ricker asked about the status of the new Safety Steward Training program. Brent Blakely reported that he sat in on the last RallyCross Safety Committee meeting and felt that progress is being made. Ken Cashion thought, based on his time on the Safety Committee, that the new training is close to being done. Bob Ricker will contact Tom Nelson for a further status update. Additionally, the suggestion was made to conduct Safety Steward Training at the 2011 SCCA National Convention. The RXB agreed to include a Safety Steward Training session among the RallyCross seminars.
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that he had sent an email introducing himself to the members of the RallyCross Rules Committee and is planning a conference call with the Committee in January.

Old Business

1. Annual RallyCross Award (Brent Blakely): The RXB continues to search for an appropriate name of the annual RallyCross award. Bob Ricker requested Brent Blakely post at the forums requesting name suggestions for the award from the membership.
2. E-Blast (Stephen Hyatt): Stephen Hyatt will contact Rick Meyers at the SCCA to coordinate the RallyCross E-Blast.
3. Standardized Supplemental Regulations for National events: Pego Mack reported that she is waiting for input from the RXB before standardizing the Supplemental Regulations for National events. The RXB will individually review the draft that Pego sent out previously and send any suggestions directly to her.

New Business

1. Rally America Rallycross #2 Event: Stephen Hyatt attended the event at New Jersey Motorsports Park and worked the SCCA booth. He reported confusion among spectators between Rally America's Rallycross and SCCA RallyCross. He suggested that the SCCA run an exhibition event at future Rally America events. Howard Duncan suggested that SCCA RallyCross might need a modifier to its name to distinguish it from Rally America's Rallycross. Further research is needed so discussion was tabled until the next meeting.
2. Mark Utecht Resignation: The RXB accepted the resignation of Mark Utecht from his RXB duties with a vote of thanks for his contributions to RallyCross.
3. Rocky Mountain Divisional Steward: With the appointment of Ken Cashion to the RXB, a new Rocky Mountain Divisional Steward must be appointed. The RXB discussed one possible individual to fill the position and decided to table a final vote until the next meeting.
4. Posting RXB Minutes on Public Forums: Ken Cashion requested a quicker communication stream for the RXB minutes with the membership than the traditional Fastrack method and suggested posting approved minutes at the public RallyCross forum. After some discussion, the RXB decided more research and thought should be conducted and tabled a decision until the next meeting.
5. National Championship Committee: Ken Cashion suggested that a committee of various qualified individuals be formed to plan and conduct the National Championship event. The RXB supports and officially formed the committee. Bob Ricker appointed Ken Cashion as chairman of the committee.

Next meeting: November 8, 2010

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

RRB MINUTES | Sept. 7, 2010

Sports Car Club of America
RoadRally Board Minutes – Final
Via Conference Call
October 4, 2010

The RoadRally Board (RRB) met via conference call on Monday, October 4, 2010.

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

Chairman Wakemen called the meeting to order at 7:37 pm CST.
The Final September 7, 2010 RRB Minutes were approved. (all)

Proceedings

1. Rally Liaison updates

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

2010 Liaisons:

Assignments: The following have been appointed 2010 Rally Liaisons:

California, NT-NC Rallies (Jan) - Lois Van Vleet
Steel Haul, NC (April) - Jeanne English
New England, NC (Feb) - Rick Beattie (at December RRB Meeting)
Arizona, NC Rallies (March) - Jeanne English
Steel Haul, NC (April 24) - Jeanne English & Mark Johnson
Rally to the Race, NGTA (May) - Jim Wakemen
Chippewa Trail, (June 12) NT-NC-NGTA - Mike Thompson
St. Louis Rallies, (July 10-11) - Lois Van Vleet, Eva Ames, Rick Beattie
Cast in Stone, NT (July 31) - Mark Johnson
Hurdle 2010, NGTA (Aug 7) - Sasha Lanz
Arizona Rallies, 2-NT (Aug 21-22) - Lois Van Vleet
Badger Trails, NT (Sept 5) - Lois Van Vleet & Eva Ames
Oktoberally, NC-NGTA (Sept 4) - Jeanne English
USRRC, NGTA (Oct 22) - Sasha Lanz
USRRC, NT (Oct 23) - Jim Wakemen & Mark Johnson
USRRC, NC (Oct 24) - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

2. Safety Video Progress

Discussion: Johnson reported he hopes to have a preview for the USRRC and will continue to finalize the shoot with his students before the RRB final review. It will be completed by the convention in February.

3. eBlast Update - Ames

Discussion: Ames is working on sending out a new eBlast by this weekend.

4. USRRC Town hall Meeting

All members will be in attendance at the USRRC for the town hall meeting.

5. Convention

Discussion: Ames is working on sending out the next eBlast by this weekend.

Old Business

Lanz is still working with Pego and Pete Lyons on the waiver forms and minor release form. Lanz is waiting for Pete Lyons response.

New Business

Lanz has a Regional GTA on the same weekend as the USRRC and wants the points to count for the next year 2011. RRR Article 8.B.1 states: "Championship points and awards shall be made to SCCA members competing in SCCA RoadRally Championship Tour, Course, and GTA events. The competition year begins with the first series event after the previous year's US RoadRally Challenge (USRRC), and continues through the USRRC of the current competition year."

A motion was made to add an additional line stating "Regional rallies conducted on the same weekend as the USRRC should be counted for in the next year's Championship." It should also mention that any SCCA Rally committee should be discouraged on calendaring an event that would occur on the USRRC weekend. (Johnson/English) Motion passed. Wakemen will contact Pego and Bruce Gezon the points-keeper, to see if we can get this passed for the 2011 season. And if it can be, it will be retroactive for Lanz event to count in 2011. Otherwise, it will have to be implemented in the 2012 RRR's. This needs to be posted for member comment.

Next meeting

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

The meeting was adjourned at 8:26 pm CST. (English/Lanz)

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

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

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

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | Oct. 15-16, 2010

The SCCA Board of Directors met at the Topeka National Headquarters Oct. 15-16, 2010. Attending from the Board were Todd Butler, Phil Creighton, RJ Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Dick Patullo, John Sheridan and Chairman Jerry Wannarka. Participating staff included: Jeff Dahnert (President & CEO, Inc.), Erik Skirmants (President & CEO, Enterprises), Eric Prill (VP Marketing & Communications), Terry Ozment (VP Club Racing), Rick Ehret (VP Finance), Howard Duncan (VP Rally/Solo and Special Programs), Colan Arnold (VP Membership), Doug Gill (GM Technical Services), Pete Lyon (Risk Management) as well as Tina Reeves (SEB Chair) and Bob Dowie (CRB Chair).

Motion: Langlotz/Jones Approve August BoD minutes. APPROVED Unanimous

Presidents Report: Dahnert

2 very well run, attended and reviewed events, Solo Nationals and Runoffs. RallyCross well attended (up from last year as well). Good reviews. Some minor glitches, but overall very successful set of events and year so far. Staff and volunteers to be commended. Met with Mobil 1 and Gumout and both sponsors pleased with sponsorship and support. Conversations with possible new sponsors underway as well. Financially Club is doing well, operating in the black, potentially slightly behind budget but well into black. Reserves are strong and Club can make capital investments. No margin loan needed last winter to cover slow season due to financial position. Club has some challenges, improvement areas to continue working, but much improved and positive position over past years.

STRAP Update: Still working from May meeting, reviewing in Planning Committee. Work in progress.

Club Racing will be giving more customer service training sessions at Convention. Convention session planning underway. January final schedule for Convention. Wannarka noted that "Give Them the Pickle" talked about positively in all 5 of the Divisions he visited this year.

Kephart: Ready Fire Aim. Regarding time required to consider and vote on issues with unintended consequences. Would like items to be voted on be in briefing book to give time to research and think about.

Wannarka: we can get better organized about motions that will be coming up. Possibly re-organizing briefing book. Need a happy middle ground between instant motions and hard-coded deadlines.

Finance Report: Ehret

Financial situation is stable and strong. Current forecast for year end says we will be slightly short of budget but well into black with net income projected to be >\$120K. Uneven trends, sponsorship ahead of budget, shortfalls in insurance recovery and sanction fees but coverage elsewhere so end result overall is good.

Finance has started building 2011 budget assumptions. Discussion around some assumption on fees and costs. Preliminary strawman budget proposed that is essentially even with 2010.

Liaison Reports:

Patullo: SEB - Still considering new chair for 2011. SEB is being very deliberate about choice for next chair. Rules package late due to activities. More later on SEB rules discussion. One of items on agenda for SEB is to work administrative issues (similar to Road Racing CoA) and relationship with Pro Solo organization.

Sheridan: CRB - CRB partnership with stewards in publishing SportsCar articles. CRB and BoD in sync with respect to advisory committees. CRB letter writing process has proven excellent to provide tracking and continuity and timely response to requests. CRB looking at what prior experience can count towards comp license, and other alternatives.

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Merideth: TTAC Regional differences in programs discussed. Some regions doing well in PDX programs, other regions not as well.

Butler/Lewis: Rally- No liaison report. Defer to Howard Duncan more extensive report.

Creighton: RallyCross - Program, still developing. No proposed rule change for 2011.

Gordy: Stewards - Noted that reappointment of Nokes positive. Putting together committee on role of Stewards. Considering Driver Advisor/Driver Advocate to assist Drivers as part of support for drivers thru CoA appeals. Exec Stewards for 2011 calling for advance notice if there is/will be change. Discussion on Safety Steward position/function. Does not necessarily have to be a steward, but safety paperwork is required. Exec Stewards are understanding and pushing BoD direction to help facilitate events. Gordy feels definite progress is being made.

Lyon: Legal/Risk Management

Legal- Brief review of open and potential litigation. Discussion of outside legal counsel's review of general corporate organization and bylaws of Inc. and subsidiaries. No action needed by BOD at this time. Discussion on corporate counsel role (primary responsibility to Inc.) and coordination with subsidiaries' own legal counsel as may be required on certain issues.

Lyon to review and prepare BOD action list regarding required appointments for December meeting and will coordinate with subsidiary corporations as needed.

Risk Management- Insurance program renewal update presented. Rates and program issues to be presented at December meeting.

Solo/Rally Report: Duncan

RoadRally Board not anticipating any rule changes in 2011.

RallyCross National Championship conducted in Colorado again. Event was a success, higher attendance than 09. Championship relocating to Nebraska for 2011, near Lincoln, has potential in new site to accommodate expansion.

Rally program is working on a sponsorship program.

Solo -

Delegation from FSAE visited Lincoln during Solo Nats. Rule changes proposed from SEB to be considered later. Report on Pro Solo based on decisions made at May BoD. New timing tree purchased resulting in much better execution of events since July. Purchase goal achieved in this area.

Rules Changes

RallyCross

5.2.K It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the location is in a rural area to inform them of the event.

6.2.C.2 Tires must be DOT approved. Tires marked 'For competition only', 'Not for street use' or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted unless ice or snow is present. Studded tires may not be homemade using bolts or screws. Only street legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc).

6.2.C.4.b Mud flaps must be flexible.

6.2.C.12 Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and width as the OEM wheel. Wheel offset (backspace) must be within 0.394" (**10mm**) of original equipment wheel offset.

6.2.D.18 Any clutch disc, flywheel or pressure plate may be used

Motion Creighton/Kephart - to accept RallyCross Rules Changes APPROVED Unanimous (Jones absent)

Solo

Motion Patullo/Lybarger To accept Solo Rules recommended *Rules Change to BoD* handout by section as follows:

- General: Items 1-6 note # 7 withdrawn) and 9-16 in . APPROVED Unanimous (Jones absent).
Item 8 APPROVED 11-1 (Jones absent, Merideth opposed)
- Safety: Item 17 APPROVED Unanimous (Jones absent)
- Stock Category: Items 18-19 APPROVED Unanimous (Jones absent)
- Street Touring Category: Item 21, 23-25 APPROVED Unanimous
Item 22 withdrawn.

All recommended changes listed under the below categories (Items 26-55) APPROVED Unanimous.

- Street Prepared
- Street Modified
- Prepared
- Modified
- Kart Category

Membership and Region Development: Arnold

Key reporting sections:

Membership and Region development, membership is ahead of this time last year

National registration system (MotorsportReg) selected for 2011 for SCCA Inc. events, and will be rolled out with incentives for Regions to use. Regional usage optional and additional discount (0.25%) negotiated for Regions already using.

Data collection goals established . Who, What, Where, When. Allows directed marketing, allows better targeting for directed input, allows better allocation based on interests and participation. Data collection will be based on results from events. Staggered dates from Road Racing, Solo/Rally for when this is required. Road Racing is further along with AMB system and therefore will go first. Data submission from Regions optional in 2011 to work out the bugs, proposal is to require submission in 2012. Solo/Rally proposed mid-2012 mandatory. Capturing officials and others (crew) is the challenge.

Survey proposed again to go to REs pre-Convention, mid-November for presentation out at Convention.

Report out on competitors with SCCA for Solo. Many competitors use or reference variants of SCCA rules. Costs for SCCA are not out of line with competitors based on survey results.

Region Charter requirements, request for input sent to regions at Request of BoD from August. Poor response received from Regions. Main issues/questions were around current financials and setting minimum Region membership/participation numbers. Decision to request more current financials but rest of Region Charter requirements on back burner for now.

SCCA Enterprises: Erik Skirmants, President, Enterprises Inc. - presented mid-year report from Enterprises. An update was given on the overall health of Enterprises along with some specifics on the new programs involving joint weekends with SCCA Pro Racing. While the economy has had an impact, the Enterprise program seems to be going well.

Planning Committee: Kephart

Proposal in back of briefing book for later voting. Positive responses to tightening the qualifying rules to 115% . Majority of people support the changes for Runoffs qualification, but not overwhelming. Discussions in committee on need for SCCA Inc-wide database. Data say 85% of members lost at 3-year mark. Small percentage change to retain those people would be a huge boost to membership. Does marketing effort need to focus more on early year retention, vs new member? Discussion on "Rationals" (combined National/Regional events). Discussion around investments in Club, drivers, contractors, builders, need stability in rules and classes to support those investments. Need to have classes available when need is there, when market is there, and minimize conflict between classes. Jones pointed out that in 1987, similar problems faced club, and even 20 years before that. . Problem is not new or unique.

Proposal to map out cars/classes against matrix. Cost, complexity, speed. example SRF - S2 - D/DSR, map current classes. Map what we think would be theoretical if starting from scratch, and overlay to identify potential areas to improve.

Motion Patullo/Butler: To accept Planning Committee recommendation to change the Runoffs qualification requirements (Extracted from P76 of Briefing Book (Club Racing to wordsmith)
APPROVED Unanimous.

Move to strike GCR 3.9.2.A. 1 & 2 and replace it with:

1. Minimum participation requirements to be extended a Runoffs invitation:

A. Must start at least 4 National races, with 2 in driver's Division of record.

B. Must finish 4 races regardless of Division.

2. Provided participation requirements have been met, a driver has three ways to earn a

Runoffs invitation and must meet at least one of the criteria. The three criteria are:

A. Drivers finishing in the top three of their Division in their class in the current season.

B. Drivers finishing in the top 50% of the Nationwide point standings, including ties at the 50% level, in the current season.

Example: 99 drivers score points in a class in the current season, the top 50 will receive an invitation

C. Drivers scoring enough Nationwide points that would have placed them in the top 50% of the previous year's standings for that class.

Example: 99 drivers score points the previous year, with the 50th place driver scoring 35 points. Any driver scoring 35 points or more in the current season will receive an invitation.

Motion Patullo/Langlotz: To accept Planning Committee recommendation to tighten Runoffs qualification time requirements:
APPROVED Unanimous

Planning Committee Motion 2:

Move to revise 120% runoff qualification rule with 115%.

Marketing and Communication: Prill

Sponsorships and Partnerships: Sponsors attended events and liked what they saw, Mobil 1 and Gumout excited to move forward. Several discussions with new sponsors. More sponsors coming to us now, SCCA more visible on sponsor radar screens.

Social media work continues with Twitter and Facebook.

Haymarket: Survey going out in next issue of SportsCar for SportsCar delivery methods. Some new staff there. Yearbook development is underway, idea is to cover championships, high quality (softbound) book. Expecting web project to get underway soon.

Heading into Trade Show season, SEMA, PRI.

Speedcast did a great job of coverage, overall camera work and excellent announcer coverage. Some minor problems, noted and looking to correct going forward. DVDs coming out. Viewer numbers for webcast up 70% over previous year.

Tech Department Update: Gill

Consolidation of Tech, Racing, Solo, Rally. Consolidation is working well. 4 people in Tech. Update on activities in Tech, typical workloads and work areas. Discussion over issues, particularly around homologation of cars/chassis.

Club Racing: Ozment

Detailed recap of Runoffs event. Pros/Cons, what worked and what needs improvement for 2011. Detailed handout provided covering overall, personnel, services, technical issues. Need to continue to work on customer service aspects. 77 actions (CSAs) on the week. Much less contentious event on track with respect to accidents and on track behavior. Very good detailed analysis of drivers and workers by Division for review.

Discussion on Changing GCR to eliminate NA positions. Pushback from some specialties. How do we meet requirements to have some specialties (example Registration, Driver Licensing, T&S) provide central point of support and separate from the Runoffs chief position. Recommendation is to go forward with eliminating NA positions and for Staff to provide for alternate means of information dissemination and support. Ozment to communicate to NAs.

Motion Sheridan/Lewis - Move to approve the following GCR and Operations Manual Changes to support the removal of the National Administrator positions effective 1/1/2011.
APPROVED 12-1. Langlotz Opposed.

GCR Changes:

Licensing

2.4.D. An applicant's Divisional Driver Licensing Administrator. ~~or the National Administrator of Driver Licensing;~~

Operations Manual Changes:

I. Structure of SCCA

B. Organization

5.2.1 National Administrators ~~(delete entire section)~~

5.2.~~21~~. Advisory Committees ~~(numbering moves up one with the deletion of 5.2.1)~~

5.4.5 Divisional Administrators

Appointment: Selected annually by the Executive Steward in each Division, subject to the approval of the Area Director(s) within the Division. A Divisional Administrator shall be appointed for each of the Specialties listed ~~under the National Administrators in the GCR.~~

III Awards

B.6. George G. Snively, MD Memorial Award

Nominations: Submitted by the Club Racing Board, Executive Stewards, ~~and National Administrators of Medical and Scrutineering.....~~

Motion Merideth/Sheridan - Move to approve the following Operations Manual Changes to support the clarification of CRB authority. Changes also to be incorporated into the CRB Manual.

I. Structure of SCCA

B. Organization

5.2 The Club Racing board is authorized to:

- i. Clarify a rule – characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition
- ii. Make specification changes (competition adjustments) – this includes weight and air/fuel management.
- iii. Classify cars.
- iv. Correct errors and omissions.
- v. Implement rule changes for all classes in cases where parts are no longer available and such a shortage would negatively affect the ability to compete.
- vi. Recommend rule changes and car reclassifications to the Board of Directors for approval.

Rule Change

- can sometimes affect an entire class
- can also apply to significant changes to one car in a class
- should have member input
- Traditionally presented for BoD approval at or before its October meeting effective January 1st of the following year.
- safety related items may be dealt with at any time

Competition Adjustments

- Purpose is to modify by increasing or decreasing the performance of a specific make/model of a car in order to better balance the class.
- Every effort should be made to limiting competition adjustments during the competition year to small changes as early as possible.
- First year cars have the following exception. The one year starts at the effective date of the classification. More adjustments to the newly classed car may be needed during this time for the good of the car or class. These adjustments include rim size, springs, shocks, and bars.
- Changes can be made at the end of the competition year effective January 1st of the following year, or any time up to the July FastTrack of the current year with an effective date of no later than July 1st.
- Changes limited to weight, tire size (not rim), and/or the diameter of air intake restrictors of any type.
- These may be found on the appropriate vehicle specification line. Other than competition adjustments, spec line items are subject to the rules change process.
- Weight and induction changes may be considered a rules change if applied to a mature established class or one with restricted specifications (SM, FC are examples of this)

Errors and Omissions

- No change to CRB Opns manual

Rationals Waiver requests:

Motion Lewis/Kephart - to request waiver to run concurrent regional regional/national national "Rational" for Willow Springs similar to the recently approved RM Division experiment. APPROVED Unanimous

Motion Gordy/Butler - To request waiver for Norpac to run Rationals at the following events:
SFR Double National March, OR Regional/National May, NWR Double National Memorial Day, similar to the recent RM Division experiment. APPROVED 9-4 (opposed Wannarka, Noble, Creighton, Lybarger)

Motion Patullo/Sheridan - To request waiver for Rational at following event NE Region New Hampshire Speedway end of April/Early May similar to the recent RM Division experiment. APPROVED 12-1 (Opposed Noble)

Motion Kephart/Gordy - To appoint Gloria Dickerson as RM Exec Steward effective immediately.
APPROVED Unanimous

CRB Rule Changes Presented by Section . Rules Change Package is included as Appendix to these minutes.

Motion Sheridan/Merideth to approve rules package on section by section basis as noted in votes below.

GCR Section:

Items 2-4, 6-8 (1 withdrawn by CRB) -APPROVED Unanimous
Item 5 - NOT APPROVED 10-1 Opposed. Creighton for, Butler, Jones abstain.

Formula Section:

Item 1 FV - APPROVED 11-2, Noble, Jones abstain.
Item 2 F500 - APPROVED Unanimous
Item 3 F500 - withdrawn by CRB.
Item 4 FA - APPROVED Unanimous
Item 5 FF/FC - Withdrawn for more considerations
Item 6 FF/FC - withdrawn by CRB

Grand Touring

Item 1 GT2 - APPROVED Unanimous

Improved Touring

Item 1 IT - APPROVED 12-0 Patullo abstain

Super Touring

Item 1 STL - APPROVED 12-1 Lewis opposed

STO Specific technical Regulations

Item 2 Mustang Suspension - APPROVED Unanimous
Item 3 Viper Fuel tank - APPROVED Unanimous

Production

Item 1 - APPROVED Unanimous

American Sedan

Item 1 - APPROVED 12-0 Sheridan abstain
Item 2 - APPROVED 12-0 Sheridan abstain

Spec Miata

Item 1 fuel regulator - APPROVED Unanimous
Item 2 compliance program - Withdrawn until CRB and Club Racing can determine how program could be implemented then return.
Item 3 99 suspension in 90-97 NOT APPROVED 9-3 Wannarka, Noble, Merideth for, Sheridan Abstain
Item 4 locating ring rear anti-roll bar - APPROVED Unanimous
Item 5 rear track - APPROVED Unanimous

Sports Racing

Item 1 S2 Mazda MZR Engine - Withdrawn for further considerations
Item 2 MZR - Withdrawn by further considerations.

Touring

Item 1 Withdrawn by CRB

Item 2 Brake ducts APPROVED Unanimous (12-0, Lewis absent)

CRB Strategic Plan Overview - Dowie presented overview of past CRB Strategic Plan and degrees of completion to date. Requested to update and present at Convention.

Liaison Reports :

Foundation – Lybarger. Considering something like a car raffle to raise money. Need to understand all legal and tax issues.
Operations – Langlotz. No meeting since last BoD, more meetings upcoming. Nothing to report.

Motion Lybarger/Creighton - to Adjourn. Unanimous

CLUB RACING BOARD RECOMMENDED RULES ITEMS FOR THE BOD ABOVE MOTIONS

The Fastrack month of publication is shown after each item.

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

GCR

ITEM 1. (MAY)

In Appendix B.1.2.H, replace “1. No more than 1/4 of the regions within in the division object.” with “*1. A simple majority of regions within the division approve.*”

[In response to member comments, the CRB withdraws the proposed change.]

Item 2. (August)

Note: this item has been revised based on member input. Modify 9.3.41, first paragraph as follows:

9.3.41. SEATS The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats homologated to and mounted in accordance with FIA standard 8855-1999 *or FIA Standard 8862-2009* or higher need not have the seat back attached to the roll structure. *Seats with a back not attached to the main roll hoop or its cross bracing may not be mounted to the stock runners unless they are the FIA homologated seats specified in an FIA homologated race car.* The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 *or No. 40* (lateral, bottom, etc). Passenger seat back – if a folding seat, it shall be securely bolted or strapped in place.

Item 3. (August)

Modify 9.3.26.A “Chemical Compounds Prohibited or Restricted in SCCA Race Fuels” as follows:

Change “Total Cyclic ethers” to “Total ~~Cyclic~~ ethers *except MTBE*”.

Add a new entry: “*MTBE*” (no examples) with Maximum Weight or Percentage By Weight Allowed at “*3.0%*”.

Item 4. (September)

In response to member input on the previous rule change proposal for section 5.9.3.D (letter #494, May Fastrack), the CRB withdraws that proposal in favor of the following:

Delete section 5.9.3.D completely.

Add a new section 3.8.6 as follows:

“A driver may refuse all event/series awards by notifying the Chief Steward before his race. He must meet all other GCR requirements, including impound. He may earn a lap record and, provided he finishes, he may receive license credit for the race.”

Add a new section 5.10.4.8, as follows:

“A driver not competing for event/series awards will be listed on the final results in the correct finishing position with a notation citing 3.8.6. No points will be assigned, if any would have been earned. An earned lap record remains intact.”

Item 5. (September)

In response to member input on proposed changes to 3.3.B (letter #423, February Fastrack), the CRB withdraws that proposal in favor of the following:

Change section 3.3.B to read as follows:

"B. Organizers of SCCA sanctioned races may be any of the following:

- 1. One or more SCCA Regions,*
- 2. An SCCA Division,*
- 3. SCCA Club Racing."*

Item 6. (September)

In 5.10.4.B.4, change as follows: "~~and~~, car make and model, *and sponsor information.*"

In 5.10.4.B.5, change as follows: "*and* accident reports,~~and sponsorship.~~"

[These changes are for the benefit of members who report expenses for tax purposes.]

Item 7. (October)

Based on member input, the CRB amends its prior proposed rule as follows:

Add a new item to Appendix F, *"Active Aerodynamic Devices: No active aerodynamic devices are permitted. These include, but are not limited to, those that allow any degree of freedom in relation to the entirely sprung part of the car (chassis/monocoque), movable or hinged skirts, or that can be adjusted from within the cockpit. Adjustment of aerodynamic devices may only be made by mechanical changes performed from outside the car."*

Item 8. (October)

Modify 9.3.44 as follows:

"SUSPENSION AND STEERING Suspension and steering shall be of suitable design and in good working order. Four wheel steering is prohibited. *Unless specifically permitted, non-metallic suspension control arms, locating links, toe/steering links and pushrods are prohibited."*

Formula

Item 1. (July)

FV

In 9.1.1.C.20, make the changes shown below (20.c, d, and e are unchanged). [If this recommended rule change is approved, the CRB expects there will be no future changes to the intake manifold rules.]

"20. US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.

See Figures 1 and 2 at the end of this subsection for application of certain measurements specified herein.

- Down Tube: The *O.D. of the* down tube shall be measured at two different locations within an area between 0.500" and 2.00" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube, and averaged.

The Averaged O.D. of the down tube dimensions shall not exceed 1.140 inches ~~in O.D.~~ Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material may be visible, inside and outside the manifold.

- Horizontal tube: The *O.D. of the* horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500 *inches* from the center of the down tube connection. Each measurement will be taken ~~four~~ (4) times, rotating around the circumference of the tube, and averaged. *The Averaged O.D. of the* horizontal tube dimensions shall not exceed 0.994 inches ~~O.D.~~ ~~In addition, the maximum O.D. of the manifold measured where the tube inserts into the two head flanges, and just above any repair material that has been added, is 1.050 inches.~~ Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

The tubes making up the manifold must also meet the following requirements:

- 1. The minimum bend-to-bend distance is 17.75 inches. The bend-to-bend distance is the distance between points along the horizontal tube where the .994 inch OD, as described above, is first exceeded.*

2. At no point in the bends of the horizontal tube may the average O.D. exceed 1.070 inches. Measurements will be taken four (4) times rotating around the circumference of the tube and averaged.
3. *The maximum carburetor flange height is 9.25 inches measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange.*

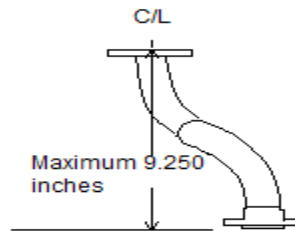


Figure 2

4. The maximum deviation from straight along the 17.75 inch bend-to-bend section of the horizontal tube is 0.25 inches."

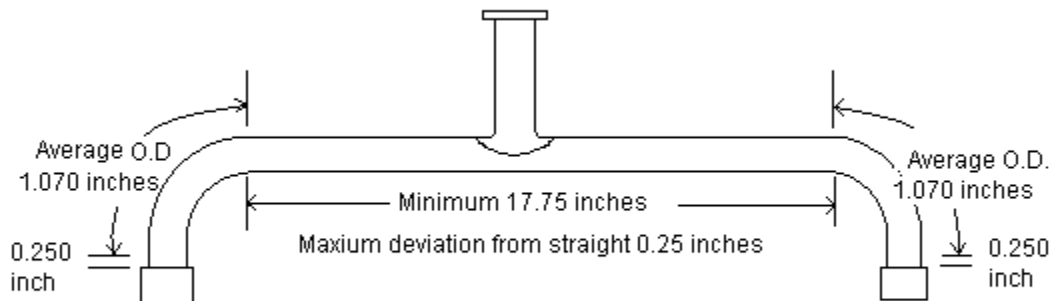


Figure 1

Item 2. (July)

F500

Modify 9.1.1.E.14, fifth paragraph by striking the word "thermostat".

Modify 9.1.1.E.14.D as follows: "Any thermostat may be used. *The thermostat may be modified in any manner, replaced with a "restrictor" of any similar shape/design to regulate coolant flow, or removed entirely.*"

Modify 9.1.1.E.14.G as follows: "Rotax 494 and 493 engines: Any Rotax 494 or 493 respectively, model thermostat housing or water outlet elbow may be used. The water bypass may be blocked. *Either upper or lower cylinder head water outlet may be blocked in any safe manner to facilitate use of a single water outlet.*"

Item 3. (July)

F500

The CRB has received a proposal to allow 600cc motorcycle engines as alternates to the currently approved engines in F500. The rules changes below would be used to implement this proposal. [Rules omitted.]

The CRB withdraws this proposal. When sufficient on-track performance information has been received (with appropriate individual inlet restrictors in place), the CRB will place the proposal before the membership again.

Item 4. (September)

FA

In 9.1.1.A. Table 2, Swift 016, to allow the removal of the camera mount, add the following to the Notes after "**Dimensions:** Reference Appendix A illustrations provided by Swift Engineering. All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches. The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift."

“Exception: In Appendix A illustrations 1 and 3 the un-dimensioned camera mount on the roll bar above the 37.83 height dimension may be removed. If the camera mount is removed the faring must be re-shaped to continue the contour lines of the roll bar below the 37.83 height dimension.”

Item 5. (September)

FF/FC

Based on member comments, the recommended rule in the July Fastrack for FF/FC brake calipers is amended to remove the restriction that all pistons in a given caliper must be of the same size. The resulting proposed rules will then be:

Replace 9.1.1.B.6 with:

“Unrestricted, except:

- a. Maximum of 4 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. Brake rotors are restricted to ferrous material.”*

Replace the first paragraph of 9.1.1.D.10 with:

“Unrestricted, except:

- a. Maximum of 4 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. Brake rotors are restricted to ferrous material.”*

Item 6 (September)

FF/FC

The CRB received a proposed revision of the FF/FC construction rules. The Formula and Sports Racing Advisory Committee reviewed and revised the submission and recommended presenting it to the membership. [Rules omitted.]

Based on member input, the CRB withdraws this proposal. It will be revisited and may be presented for member input in the future.

Grand Touring

Item 1. (April)

GT2

In 9.1.2, GT-2, add to Mazda RX7/RX8 Notes: *“May run transaxle with 100 lb. weight penalty.”*

Improved Touring

Item 1. (September)

The IT Advisory Committee has recommended to the CRB certain changes and additions to 9.1.3.C. These are intended to accomplish the following goals:

1. Reinforce the idea that there is a “process weight” based on physical attributes of the vehicle, as well as possible performance-based adjustments. It is only the performance-based part of the weight that can be manipulated as time goes on.
2. Specifically allow changes to listings made before the last large scale (“Great”) realignment. However, since these listings have been around for some time and there may be some racing history (something not possible with new listings) consideration of that history is permissible and an adjustment could be assessed with a restart of the adjustment period.
3. Make it clear that errors may be corrected even when the normal adjustment period has expired. Examples of errors are if a car is known to make much more than expected horsepower or perhaps a math error was made during the initial classification.
4. Maintain the “no guarantee of competitiveness” clause. During the first four years of a listing, there is a reasonable attempt to make sure it is reasonably competitive. But after that, other than in the case of an error, the escape clause which follows this text in the rules would be the only way to change that weight, and that clause is only likely to be exercised in the case of an over-dog. It is not the intent to use such adjustments at this time, however, it is understood that it might be necessary in some rare cases.
5. The effect of all of these changes would be that some old listings (cars not changed during the last realignment and that haven’t been changed since) can now have the same new-car process applied to them. This would not require the adjustment of all cars at once. The determination of the most recent weight-assignment date can be easily determined by searching Fastrack. Any such adjustments restart the adjustment period so there would be 4+ years to make additional adjustments if it turned out that the process doesn’t properly estimate their potential.

In 9.1.3.C, replace the third paragraph with the following:

“During the initial vehicle classification process, the Club shall assess vehicle performance factors such as – but not limited

to – manufacturer’s published specifications for engine type, displacement, horsepower, and torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based *only* on such *clearly measurable physical* factors, a minimum allowable weight shall be established. At the end of the second, third, and fourth *full* years of classification, the vehicle’s racing performance relative to other vehicles in its class shall *may* be evaluated. If the Club deems that, in the interest of fostering greater equity within a class, a vehicle should be reclassified to another Improved Touring class, such a reclassification shall *may* be made. Alternatively or additionally, if the Club deems that an upward or downward revision in the minimum allowable weight is warranted, such a “performance compensation adjustment” shall *may* be made. ~~Any performance compensation adjustments made after the second and third years of classification shall be provisional.~~ At the end of a vehicle’s fourth *full* year of Improved Touring classification, ~~an assessment of class equity shall be made and the vehicle’s minimum weight shall be established.~~

Cars with weights assigned prior to 1/1/2005 may have their weights reassigned using the same process that is used for new listings. Should this occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and an adjustment may be included in the new minimum weight, and the adjustment may be reconsidered at the end of any of the first four full years of competition.

If at any time an error is discovered in the physical factors used to assess a vehicle’s weight or an error was made during the application of the weight-assignment process, the error may be corrected. Should such an error correction occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and a performance compensation adjustment may be included in the new minimum weight, and the racing history of this model may be evaluated for an adjustment at the end of any of the first four full years of competition after the correction is made.”

Super Touring

Item 1. (August)

The following is a comprehensive revision of the Super Touring rules. They include the addition of a new regional-only Super Touring Light (STL) class. [Note: some details of these rules are still being researched based on member comments received recently. If necessary, changes to these rules will be brought forward for the December BoD meeting.]

9.1.4. Super Touring Category

These specifications are a part of the SCCA GCR and all automobiles shall ~~confirm with~~ *conform to* GCR section 9.

A. Purpose

Vehicles used in ~~the series~~ *this category* must be identifiable with the vehicles offered for sale to the public and available through the manufacturer’s ~~normal~~ distribution channels in the US. ~~The intent of these rules is to allow older World Challenge cars to compete in Club Racing with minimal modifications and allow new cars to be built to the same spec as well.~~ *The intent of this category is to allow a level of preparation for cars similar to that of World Challenge cars.* No model years older than 1985 will be ~~permitted~~ *eligible*, except that cars from model runs began before 1985 are ~~permitted~~ *eligible* (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are ~~permitted~~ *eligible*). ~~The STO (World Challenge GT-based) target performance is 450hp. The STU (World Challenge Touring-based) target performance is 250hp. The SCCA does not guarantee the competitiveness of any car.~~

~~Vehicle modifications will be~~ *are* limited to those ~~required to meet SAFETY SPECIFICATIONS and AUTHORIZED MODIFICATIONS~~ listed herein. Unless a particular modification; or part; is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car.

B. Eligibility

Vehicles meeting one of the following ~~eriterion~~ criteria may compete in the Super Touring category::

- *1985 and newer cars* built specifically under these ST rules
- ~~1990 and newer World Challenge cars, using the vehicle’s most recent VTS sheet, (GT cars in STO and Touring cars in STU.)~~

~~Note: Competitors are responsible for providing the up-to-date VTS. Only those current and ex-World Challenge cars that can produce a Pro Racing VTS sheet are eligible under these preparation rules. Items not listed on the World Challenge VTS sheets must comply with all the remaining Super Touring rules. All cars racing with a World Challenge VTS sheet must compete on the specified World Challenge spec tire. Maximum tire size is 305/35 for STO and 235/40 for STU.~~

- GCR listed IT cars, ~~1985 and newer~~, under their *ir* current IT specifications. Cars shall compete as follows: 3001cc and above are eligible for STO. *2001cc through 3000cc* and ~~below~~ are eligible for STU. *Cars 2000cc and below are eligible for STL.*

Note: While IT cars may not be competitive in the ST category, ~~competition within~~ *their inclusion in* the category will allow regional competitors to ~~experience a~~ *participate in* national events.

- *Spec Miata cars completely conforming to Spec Miata class specifications are eligible for STL.*

- Cars eligible for the SCCA Pro Racing MX-5 Cup series; using the current set of Pro Racing Rules *may run in STU*, except that any DOT tire is permitted ~~provided it does not exceed 225/45/17~~; the claim rule will not be in effect, ~~fuel per IT specs~~; and a head and neck restraint is optional *until 2012*.

Competitors must have a copy of the current rules in their possession.

- *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.

C. Bodywork

1. Standard body appearance must be strictly maintained. Standard body appearance ~~is considered to include~~s the OEM grille and badge. A photographic replica is not sufficient. ~~Teams choosing not to utilize the OEM grille opening for airflow may mount a~~ *A close-out panel may be mounted* behind the grille. ~~OEM or aftermarket~~ spoilers and wings; ~~and aftermarket wings and spoilers~~ are permitted. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided ~~that~~ they meet the minimum ride height *rule*, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.
2. Body and frame seams; and joints; may be welded, but additional reinforcing material/brackets are not permitted. The OEM radiator supports may be replaced; or reinforced; ~~in order to make repairs easier~~. The radiator supports shall not reinforce the rest of the chassis; or diminish the OEM crush zones.
3. Bumper brackets may be modified, but bumpers must remain in OEM locations.
4. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered ~~up~~; or filled in.
5. All of *the* vehicle's doors must be able to be opened from both inside and outside ~~of~~ the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. ~~Latches and hinges for the hood and trunk/deck lid are not required to be used. If latches and hinges are not used on the hood, or trunk/deck lid, a minimum of four (4) pins shall be used to secure the body panel(s).~~
6. ~~Two (2) hood pins, equally spaced across front of hood, are required within 24 inches of the leading edge of the hood.~~ *Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.*
7. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for *the* purpose of regulating airflow. Bodywork openings may be ~~more permanently~~ closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped ~~at all~~. Bodywork may only be taped *except* to temporarily secure it after contact.
8. All bodywork and windows shall be sufficiently rigid, adequately supported; and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.

9. Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.

D. Aerodynamics Devices

1. *Front Splitter*
 - a. *A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter.*

No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.

STO and STU:

*The front splitter must not extend more than 2.0 inches past the original; or approved; bodywork as viewed from above for the entire profile of the splitter. The S splitters shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the “dry” set-up on the car. Additionally, the splitters may not extend more than 50.8mm (2.0 inches) beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall consist of a single flat plane. The splitter shall have no **may have** vertical deviations, fences, etc., unless **only if** they are part of the production bodywork for street use.*

STU:-

The front splitter may be added that is a flat, single-plane, with an exposed top surface of not more than 3.0 inches that does not extend more than 1.5 inches past the approved bodywork as viewed from above for the entire profile of the front fascia. The 3.0 inches exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1 inch vertically from the splitter top surface. Splitters in TC shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the “dry” set-up on the car. Additionally, the splitters may not extend more than 1.5 inches beyond the bodywork, regardless of where the outside edges of the front tires are.

STL:

The front splitter must not extend past the approved bodywork as viewed from above for the entire profile of the front fascia.

- b. The splitter protrusion will generally be measured at five (5) key points. Those five (5) key points will consist of are the centerline of the car, the approximate center of each front corner, and each end of the splitter in front of the front tire. This does not allow for the areas of the splitter between the key points to stick-out more than specified in section 9.1.4.1, or 9.1.4.2, or **9.1.4.3.***

*When the wing and splitter are **is** measured, there will be a 6mm (1/4”) **0.25 inch** variance **tolerance** permitted to account for flexure of the fascias, off-course excursions and any light body contact. There will be no variance greater than 6mm (1/4”) **0.25 inch** permitted unless the car has severe body damage that would affect the measuring of the wing and/or splitter.*

- c. The minimum ride height of front splitters and air dams is 3.0 inches*

2. Rear Wing

The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

OEM wings and spoilers are permitted as delivered, but must be removed if an approved wing is installed.

STO:

*The **entire** rear wing **assembly**, including **the end plates and** any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point **center of the rearmost part** of the approved bodywork. The wing and endplates shall not be any wider than the widest part of the bodywork, not including mirrors and fender flares/lips. The rear wing is limited to a single element with a chord length of 12.0 inches, **including any wicker. The entire wing assembly and a width may be** no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser. A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions. **Wing end plates must not exceed 144.0 square inches.***

STU and STL:

The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-style or hatchback body (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured

between the highest points of the roof and the wing assembly. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part approved bodywork. ~~Removable OEM spoilers and wings are not permitted.~~ Wings shall be a single element with a maximum chord length of 8.50 inches, including any wicker, and a maximum wing assembly width of 48.25 inches. Wing end plates must not exceed 64.0 square inches.

3. Canards or dive planes are not permitted unless part of the OEM bodywork.

9E. Cockpit Interior

1. The following items must be removed ~~from the cockpit~~: tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.
2. The following items may also be removed:
Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.
3. The following items may be installed ~~in the cockpit~~:
Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder cockpit driver exit *from the car*.
4. The above components shall be attached ~~to~~/contained ~~to~~ *in* the chassis in such a way as to be able to withstand 25g deceleration. Any sharp edges shall be covered, padded, protected, etc. to prevent injury to driver, crew, course workers, and officials.
5. ~~Seat Location~~—The chassis shall not be modified to make additional clearance for the driver's seat. The driver's seat shall be located in the same lateral location as the OEM seat, *unless otherwise allowed on a car's spec line*. The driver's seat shall be located longitudinally so that the seat back, at the driver's shoulders, does not break an imaginary vertical plane located at the front of the rear seat platform. On 2-seat vehicles the seat back may go back to the OEM rear bulkhead, package tray, etc. It is recommended that the floor be reinforced in the areas where the seat is mounted to the chassis. Vehicles with a non-metallic floor shall add tubing elements, with a minimum wall thickness of .090 inch, connecting metallic parts of the chassis, or within the cage structure, to *which* ~~mount~~ the seat ~~to~~: *must be mounted*.
6. Stock dash/instrument panel cover (dash pad) must be used. Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.
7. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than ~~457mm (18.0 inches)~~ above the floor pan. No bulkhead(s) shall cover the rear foot wells.
 - a. Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.
 - b. Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if applicable, may extend laterally from one side of the chassis to the other.
8. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.
9. ~~If the pedal box is not mounted rearward of any angle of the floor pan/firewall, there shall be one (1) brace extending from each of the front down tubes to protect the driver's legs. They must be integrated into the frame, or chassis, to provide substantial support for the front hoop.~~

9F. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that ~~would~~ simulates the *rear* package shelf and/or the rear

seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear seat bulkhead in conjunction with the OEM structure, the close out panel material is free.

2. Cables, wiring and *fluid* lines *in the engine compartment and cabin interior* may be replaced, rerouted, and/or protected.
3. ~~When applicable;~~ *Cars that have drive shafts shall have* two (2) steel, 360-degree loops of sufficient strength ~~must be~~ located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.
4. It is permitted to attach a *one or more* plates, or pads, under the car to provide for jacking of the car, provided it *they* serves no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage; or chassis; and extend to the inner surface of the rocker panel; or bodywork; ~~and to~~ act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.
5. Minimum ride height is ~~three~~ *3.0 inches for STO, 4.0 inches for STU and 5.0 inches for STL. Ride height will be measured from the lowest part, or component, of the car, excluding suspension, pinch weld and complete wheels. STL Ride height will be measured at the lowest point of the rocker panel, not including the pinch weld.*
6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
7. Both front windows, driver's and passenger's, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit ~~through~~ in an emergency shall remain open at all times.
8. All vehicles must use a stock, ~~un~~cracked, OEM equivalent, safety glass windshield, or ~~6mm (1/4")~~ *0.25 inch* minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.
10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of ~~3mm (1/8")~~ *0.125 inch*, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by ~~two~~ (2) additional straps, (~~25mm wide x 3mm thick~~) *1.0 inch wide by 0.0625 inch thick minimum*, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced; screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.
11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.
12. OEM side window framework shall be intact.
13. Acrylic; or glass; removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted; and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.
14. Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.
15. The OEM "rain gutter/tray" at *the* base of the windshield shall be intact and in the OEM location.
16. The floor pan may be modified to provide clearance for the exhaust system ~~routing~~.

17. ~~Inner fender panels may be modified, but not replaced, for tire clearance and/or permitted suspension modifications. OEM production-type appearance shall be maintained or replaced.~~
18. ~~Convertibles model cars may compete with a hardtop or as an open car.~~

EG. Engine

1. Alternate engines may be used, ~~given that~~ *if* the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) ~~and was available in a car delivered in North America. The chosen engine must retain its original cylinder head and intake manifold. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered.~~
2. The crankshaft shall be a stock OEM part or *an* aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. ~~but~~ The crankshaft may be ~~tooled enough to achieve balance~~ *balanced*. The ~~standard~~ *maximum* weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The ~~standard~~ *maximum* weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, *but must be ferrous unless OEM supplied*.
3. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.
4. Rocker arms, lifters, followers, pushrods, valve springs, keepers, retainers, guides, seats, and valves *materials* are free; Titanium is not permitted, except for retainers *or OEM parts*. The head may be machined to fit valve train components.
5. Valve lift is limited to .600" *inch for STO and STU. STL Valve lift is limited to .425 inch for 4 valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines.* Camshafts and *camshaft* timing ~~is~~ *are* free.
6. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly
7. The ignition system components may be replaced freely provided that the type of ignition remains the same as stock.
8. Engine calibration (spark and fuel) is free. A programmable ECU is permitted. ~~The RPM limit set within the engine management system shall be the same for all gears (i.e. e.g., 1st gear shall not have a lower RPM limit than 2nd-6th gears).~~
9. Fuel injector(s) and fuel rail(s) must maintain the original number and mounting location(s), but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.
10. The location and type of the fuel pressure regulator(s) are free provided they are mounted within the engine compartment or the OEM location.
11. The ring gear diameter must be the same as the production flywheel. Flywheels shall be ferrous ~~metal~~, or aluminum, but are otherwise free. ~~Titanium flywheels are not permitted.~~ *For STO and STU, Clutch and pressure plate design is free, but see individual class specifications for material restrictions. For STL, stock diameter flywheel, clutch and pressure plate must be used.*
12. ~~The~~ *Oil* pan and oil pickup may be baffled, modified, or replaced ~~to prevent surge.~~ *The* OEM oil pump may be modified, or replaced with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire *or in some other way secure* the oil drain plug, ~~or in some other way secure the oil drain plug, to prevent the plug from accidentally coming out.~~
13. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged.
14. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.
15. The intake and exhaust ports may be ported *in STO and STU* unless otherwise noted *at a 1 percent weight penalty*. The valve guide may be machined as part of this porting. The intake manifold may be port matched to the head(s),

provided no material is removed further than one inch in from the manifold to head mounting surface(s). *STL must conform to the STL specific cylinder head rules.*

16. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.
17. ~~In order to~~ To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined. Compression is limited to 12.0:1 *for STO and STU and 11.0:1 for STL. If an STL eligible car has an OEM compression ratio higher than 11.0:1 the vehicle may retain the OEM compression ratio.*
18. Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. ~~Teams~~ *Competitors* must be prepared to demonstrate the boost adjustment process to officials. Unless otherwise noted, the follow restrictions apply to turbochargers. Turbocharging is permitted only with a factory turbo/engine combination. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may not be added to engines that did not originally come equipped with one. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.
19. *Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.*

FH. Cooling Systems

1. Water Cooling
Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.
2. Engine Oil Cooling
Coolers for the engine oil are free in number, type and location.
3. Intake Air Cooling
Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free.
4. Water Spray Systems
Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.

I. Fluid Piping & Fuel Tank

1. Fuel Cells/Tanks
The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). ~~Additional straps and/or protection may be required.~~ All fuel cells ~~MUST~~ *must* comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.
2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.
3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.
4. ~~Coolant catch tanks are required.~~
45. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.
56. ~~Cooling of fuel is prohibited. This applies equally, whether the fuel is in the car, or not.~~ *No fuel cooling devices are permitted in the car.*

J. Oil System

1. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.
2. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036" *inch* steel, or .059" *inch* aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.
3. ~~An Oil catch tank is required per GCR section 9.3.~~
34. Accusump-type systems may be used.
45. Dry-sump systems ~~are permitted provided:~~

STO:

The dry-sump system is limited to ~~five (5)~~ stages. It shall consist of ~~one (1)~~ pressure stage and a maximum of ~~four (4)~~ scavenge stages. If the OEM-style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of ~~two (2)~~ two-port scavenge stages, or a maximum of ~~four (4)~~ single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of ~~four (4)~~ **4** locations.

STU:

The dry-sump system is limited to ~~three (3)~~ stages. It shall consist of ~~one (1)~~ pressure stage and a maximum of ~~two (2)~~ **2** scavenge stages. If the OEM-style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of ~~one (1)~~ two-port scavenge stage, or a maximum of ~~two (2)~~ single-port scavenge stages, such that oil is not being scavenged from more than a maximum of ~~two (2)~~ **2** locations.

STL:
Dry sump systems are not permitted.

GK. Exhaust System

The exhaust system may be modified, or replaced. Outlets must be located rearward of the midpoint of the wheelbase. The exhaust pipe may not protrude more than ~~76.2mm (3")~~ **3.0 inches** at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5" *inch*) with the bodywork at the point that they exit the body. Minor body modifications are permitted to ~~allow for~~ *accommodate* exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least ~~76.2mm (3")~~ **3.0 inches** away from the exhaust system, and there shall be at least ~~76.2mm (3")~~ **3.0 inches** between the heat shield and the fuel system components.

KL. Electrical System

The electrical system is free provided that:

1. The battery may be replaced with any equivalent battery of the same type. Battery may be relocated, but must be secured by a tie-down bracket and positive terminal must be covered to prevent accidental sparking.
2. If located in the cockpit, the battery must be placed behind the front seats, or in the passenger seat area, and the protection box must include an air vent that exits outside the cockpit.
3. All cars, except cars with pop-up headlights, shall have clear OEM headlight assemblies in place in the stock headlight positions. If headlight assemblies are used, they may be the clear OEM assemblies for any country *in which* ~~that~~ the car is sold in. Additionally, the headlight assembly may consist of a replica bucket and the OEM lens. There shall be an operational light bulb within both the low and high beam placements. The operational light bulbs need not be of OEM origin, but must produce approximately the same light output as an OEM Halogen low beam.
4. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or *may* be filled/covered. ~~Any~~ **No** ducting may ~~not~~ extend beyond the outer surface of the bodywork.
5. ~~Whenever the track surface is wet, thereby causing spray, all cars on the track shall turn on their headlights and tail/rain lights." The brake lights must continue to be functional whenever the tail/rain lights are used. The tail/rain lights must be dimmer than the brake lights are when they come on.~~

56. Each car must be fitted with at least one effective windshield wiper ~~motor~~ *assembly*, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely; ~~or Other windshield wiper assemblies may be~~ removed.
67. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

HM. Drivetrain

1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.
2. Vent and/or breather lines may be added to *the* transmission and/or differential. ~~One (1) transmission cooler and one (1) differential cooler is~~ *are* permitted.
3. Cars with sequential shift transmissions shall increase the required minimum weight by 100 lbs.

LN. Suspension and Steering

1. ~~The use of active suspension is forbidden.~~ All suspension members must be made from a ~~metallic~~ *ferrous and/or aluminum* material(s). Chromium plating of suspension members is ~~forbidden~~ *prohibited*.
2. *STO and STU* ~~Original~~ suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of ~~25 mm~~ *1.0 inch*; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. *STL cars must retain the OEM lower suspension pickup points.* The body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of *6.0 inches* ~~six inches (6")~~. The ~~24 mm~~ *1.0 inch* tolerance applies to pick-up points on the chassis only.
3. *STO and STU* ~~S~~suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of ~~75 mm~~ *3.0 inches*, however, the body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of *6.0 inches* ~~six inches (6")~~. The ~~75 mm~~ *3.0 inch* tolerance applies to pick-up points on chassis only. *STL cars must retain the OEM upper suspension mounting points.*
4. Suspension springs are free. Coil-over units may be added to supplement; or replace; OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.
5. Shock absorbers and struts are free. Driver adjustable systems; ~~or~~ *and* electronically controlled shocks; are not permitted. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way.
6. Stabilizer bars are free, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted. Adjustment controls for stabilizer bars may be located within the cockpit, but must be out of the reach ~~of the driver from the driver's seat.~~ Adjustments to ~~sway~~ *stabilizer* bars during practice, qualifying and race must be done ~~by a crewmember~~ in pit lane.
7. Suspension components shall be the stock OEM ~~pieces~~ *parts*, but they may be reinforced. Heim joints are permitted on suspension components. Standard suspension bushings may be replaced with solid; or spherical; bushings.
8. Alternate control arms permitted *in STO and STU. Alternate control arms are not permitted in STL.*
9. *STO and STU* ~~G~~cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle *RWD rear wheel drive* may reduce the minimum weight by 50 lbs *in STO and STU. Rear wheel drive cars in STL must add 2.5 percent of their standard STL weight.*
10. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided ~~its~~ their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
11. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on

the chassis and suspension control arms must remain in *their* stock locations.

12. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjustment. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers.
13. *For STO and STU, the spindle and/or outer joint on the a-arm and/or strut may be moved in order to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 25mm 1.0 inch of movement that applies to the suspension pick-up points located on the chassis. STL cars may not relocate the spindle and/or outer joint on the a-arm.*
14. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.
15. The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.
16. A collapsible steering column shall be used. Most ~~current~~ *recent* OEM steering columns have at least ~~two (2)~~ universal joints in them that ~~would~~ allow the steering column to ~~fold~~ *collapse* on impact. This type of design (*with* at least ~~one~~ (1) universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.
17. Power steering may be *modified in any of the following ways:*
 - a. disconnected
 - b. an OEM manual steering rack for that model may be fitted
 - c. an electric power steering pump may be fitted
 - d. ~~or~~ an OEM electric-assisted steering rack may be used.
18. Front wheel drive cars may reduce their minimum weight by 50 Lbs *in STO and STU*. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs *in STO and STU. In STL front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent.*

MO. Brakes

1. Brake lines may be relocated, and rubber lines may be replaced with ~~armored~~ *stainless steel braided* brake lines. Original equipment master cylinders and pedals may be replaced. Hand brakes *assemblies* may be removed. Aftermarket brake proportioning valves are permitted. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.
2. Brake pad friction material is free.
3. Backing plates and dust shields may be modified, ventilated, or removed.
4. Brake duct inlets incorporated in the front spoiler as standard, or *in* light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into *the* intermediate mounting surface of *a* permitted splitter.
5. Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.
6. Wheel fans are not permitted.
7. Power assisted braking systems are permitted.
8. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.
9. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:
 - a. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
 - b. Direct intervention on a ~~proportional~~ *proportioning* valve; in which the intake pressure is adjusted through a pre-loaded spring.

10. Brake calipers, whether OEM or aftermarket, shall be mounted in *the* stock locations.
11. Titanium piston inserts are permitted.

12. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM brake components as supplied.

NP. Tires & Wheels

1. Tires must conform to 9.3.45. Filing, buffing, or any other disguising of tire sidewall is prohibited. Chemical treatments, or any means to artificially enhance tire performance is prohibited.
2. Wheels / Hubs
The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:
 - a. Loose wheel spacers of any type are not recommended.
 - b. All cars must run the same size wheel on the same axle.
 - c. Lug nuts and/or wheel studs are free as long as at least two (2) threads of the wheel studs are visible and the outside edge of the nuts and studs are inside the wheel rim when properly mounted.
 - d. As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.
 - e. The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.
 - f. Valve stems and caps are free.
3. Wheel Attachment
 - a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.
 - b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.

9.1.4.1. STO-SPECIFIC TECHNICAL REGULATIONS

A. STO-Body/Chassis *Bodywork*

1. Aerodynamics

- a. A front splitter may be added that does not extend more than 2.0 inches past the original, or approved, bodywork as viewed from above for the entire profile of the splitter. Splitters shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 50.8mm (2.0 inches) beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall consist of a single flat plane. The splitter shall have no vertical deviations, fences, etc., unless they are part of the production bodywork for street use. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. Additionally, a maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. Single-plane vertical close-out panel(s) may be used to bridge gap between front fascia and splitter.
- b. A rear wing may be added. Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/ cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing, including any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point of the approved bodywork. The wing and endplates shall not be any wider than the widest part of the bodywork, not including mirrors and fender flares/lips. The rear wing is limited to a single element with a chord length of 12 inches, and a width no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72 inches, whichever is the lesser. A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions.
- c. Canards or dive planes are not allowed unless part of the OEM bodywork.

2. Exterior Bodywork

OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, trunk/deck lid and

doors with non-metallic composite parts. Hoods may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

DB. Cockpit Interior

1. ~~The required dash pad and center console may be made of any material. The dash pad shall maintain the stock profile.~~
2. Bulkheads
 - a. 2-Seat Vehicles:
~~There shall be a vertical bulkhead in the OEM position if applicable. It may extend upward to the bottom of the side windows, and then extend horizontally rearward to close off the area behind the cockpit. The bulkhead may be a non-metallic material if all fluid lines, hoses, reservoirs and tanks that would otherwise be open to the driver are contained in proper metallic enclosures.~~
 - b. 2-Door, 4-Seat Vehicles:
No bulkheads shall cover the rear floorboard area. The bulkhead used in front of the rear seat back support may extend laterally from one side of the chassis to the other, but must be below the bottom of the side windows.

3C. Chassis

- 1 Fasteners are free. Fasteners may be replaced with adhesives.
2. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened.
3. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.
- ~~d. Inner fender panels may be modified or replaced for tire clearance and/or permitted suspension modifications. OEM production type appearance shall be maintained.~~
4. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.
4. ~~Convertible Tops~~
~~Convertibles model cars may compete with a hardtop or as an open car.~~

BD. Engine/Drivetrain

- 1 Intake Requirements: All cars shall use the stock or approved air metering device (e.g., carburetor, throttle body, etc.) and intake manifold for the installed engine, unless noted otherwise.
82. All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.
 - a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.
 - b. ~~Other than~~ **Except** as provided for **permitted** in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies).

Carburetors may be modified to allow "four corner" idle adjustment.

- c. ~~The E~~ External throttle linkage to the carburetor may be modified or changed from original. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
- d. All air entering the intake tract shall pass through the carburetor air inlet.
- 3. ~~The crankshaft may be equivalent aftermarket part (same material, weight, and dimensions as OEM part), but may be tooled enough to achieve balance.~~
- 4. ~~Engine may be lowered 38mm vertically from OEM location.~~
- 63. Cars may modify, or replace, motor and gearbox mounts provided that the engine is located in the specified location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.

Engine Setback *and Lowering* Allowances:

The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches:

Cadillac CTS-V (04-07)

Pontiac GTO (04-08)

Ford Mustang (85-06)

GM F-Body (93-02)

- 1. ~~Cadillac CTS-V and Pontiac GTO – 214mm from stock location (78mm from firewall)~~
- 2. ~~Ford Mustang (85-04) 4" from stock location~~
- 3. ~~Ford Mustang (05-06) 8" from stock location~~
- 4. ~~GM F-Body (93-02) 4" from stock location~~

E, Drivetrain

- 21. Carbon clutches are permitted.
- 52. Transmissions and Rratios are free. Forward gears are limited to six speeds. ~~Cadillac CTS-V (Mid Valley spacer) and Pontiac GTO (Tilton spacer) are allowed to space the transmission 8 inches back with the designated spacer.~~
- 73. Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (i.e., spark and fuel control); and may not interface with, or affect, the braking system or throttle control.

GF. Brakes

- 1. Rotors
~~One (1) or two (2) piece ferrous rotors may~~ *that do* not exceed 355mm in diameter by *or* 33mm in thick*ness are permitted. (355x33mm).* Maximum brake rotor size *diameter* of 380mm *allowed is permitted* at a 100 pound penalty.
- 2. Permitted Calipers
The standard production calipers or any caliper with six 6 or less pistons may be used. 4-piston calipers may use a maximum of ~~four (4)~~ pads per caliper. 6-piston calipers are limited to ~~two (2)~~ pads per caliper.
- 3. Anti-Lock Braking Systems (ABS) are permitted on cars ~~utilizing~~ *that use* the OEM brake components as supplied.
- 4. Brake duct water spray cooling systems are ~~approved~~ *permitted*.

EG. Wheels

~~Rear W~~wheels may not exceed 18.0 inches in diameter x and 13.0 inches in width. ~~rear and 18x11 front. Front wheels may not exceed 18.0 inches in diameter and 11.0 inches in width.~~

FH. Approved Cars and Engines

The following car and engine combinations are approved in STO. Contact the Club Racing Technical Office to add additional cars.

[INSERT TABLE]

9.1.4.2. STU-SPECIFIC TECHNICAL REGULATIONS

A Body/Chassis Bodywork

1—Aerodynamics

- a.—Front Splitter: A front splitter may be added that is a flat, single-plane, with an exposed top surface of not more than 3.0 inches, that does not extend more than 1.5 inches past the approved bodywork as viewed from above for the entire profile of the front fascia. The 3.0 inches exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1 inch vertically from the splitter top surface. Splitters in TC shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the “dry” set-up on the car. Additionally, the splitters may not extend more than 1.5 inches beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall have no vertical deviations. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge gap between front fascia and splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.
- b.—Rear Wing: Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. Each mounting bracket shall attach to wing at a point that is at least 2 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing shall be mounted a min. of 6.0 inches below the peak of the roof. Cars with a wagon-style body (i.e. Protege 5, Civic Type R, etc.) competing in STU may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and wing. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point of the approved bodywork. Wings shall be a single element with a max chord length of 10.75 inches and max element width of 48 inches. A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions.

2.—Exterior Body Panels

- a1. All cars may replace the hood and trunk/deck lid with non-metallic composite parts. The OEM profiles shall be maintained on the part. All other body panels shall be OEM parts.
- b2. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations, but fasteners are free.
- e3. Fasteners are free provided they are of the same material family, and diameter as the fastener it is replacing.

3.—Chassis

- a.—~~Inner fender panels may be modified, but not replaced, for tire clearance and/or permitted suspension modifications. OEM production-type appearance shall be maintained.~~
- b.—Convertibles model cars may compete with a hardtop or as an open car.

B. Engines ~~Intake and Weight Requirements~~

- 1. Engines up to six 6 cylinders and 3000 cubic centimeters factory displacement are permitted, *plus any others listed on spec lines.*
- 2. ~~Intake requirements:~~ All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.

C. Drivetrain

- 1. Carbon clutches are not permitted.
- 2. Engine and gearbox mounts may be solid.
- 3. Transmission and ratios are free. Forward gears are limited to six 6 speeds.

ED. Suspension

Alternate suspensions are permitted. Alternate suspensions are limited to the original type. Items such as brake calipers,

springs, and shock/struts shall remain located on the alternate suspension in the OEM location.

DE. Brakes

1. Rotors
One (1), or two (2), piece ferrous rotors **that do not to exceed 328mm in diameter by or 32mm in thickness (328x32mm) are permitted.**
2. Permitted Calipers
The standard production calipers or any 4-piston calipers may be used.
3. Anti-Lock Braking Systems: Any car equipped with an OEM ABS system shall completely remove all ABS components.

F. Wheels

Wheels may not exceed 17x8: **Wheels may not exceed 17.0 inches in diameter and 8.0 inches in width.**

3G Weights and Engine Allowances

Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is ~~determined by~~ the factory displacement for the installed engine. For **the purpose of** weight assignment, ~~purposes~~ engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc or **and** 2149cc = 2100cc).

Factory Displacement (cc)	Engine	Minimum (lbs)	Weight
1600		1600	
1700		1870	
1800		1980	
1900		2090	
2000		2200	
2100		2310	
2200		2420	
2300		2530	
2400		2640	
2500		2750	
2600		2860	
2700		2970	
2800		3080	
2900		3190	
3000		3300	

Alternate Engine Specifications		
Engine	Bore & Stroke (mm)	Notes
Nissan VQ30	93.0 x 73.3	Steering permitted

4. The Mazda 13B and Renesis rotary engines are permitted at 2400 lbs. The 13B may be street ported. The Renesis shall remain unported. The Mazda 12A Street Port is permitted at 2350 lbs. 12A induction: {1} Nikki 4 barrel carburetor with primary choke(s) bored to match secondary choke(s) on a stock manifold, or {1} Auto-type 2 barrel **carburetor** with 38mm choke(s) on a "dual-y" manifold.
5. All turbocharged engines shall use a compressor inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only.

Inlet Restrictor (mm)	Minimum Weight (lbs)
33	2200
35	2475
37	2770
39	3100

6. The Volkswagen Jetta TDI is permitted using the SCCA Pro Racing TDI Cup rules and weight. ~~Must use d~~ **Diesel fuel must be used** in accordance with 9.3.26.A.
7. The Mazdaspeed Miata may use alternate turbo, Mazdaspeed part # 000-88-c-89.

H. Car and Engine Specific Allowances

[To be supplied]

9.1.4.3. STL-SPECIFIC TECHNICAL REGULATIONS

Note: STL is a Regional-only class in accordance with 9.1.12.C.

A. Bodywork

1. All cars may replace the hood and trunk/deck lid with nonmetallic composite parts. The OEM profiles shall be maintained on the part. All other body panels shall be OEM parts.
2. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations.

3. Fasteners are free provided they are of the same material family and diameter as the fastener it is replacing.

B. Engines

1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars in the following list:
Honda S2000 2.0 liter
Acura Type R
2. All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.
3. Manifold and cylinder head port matching is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting faces. Carburetor mounting surfaces shall not be modified. External dimensions of the cylinder head or intake manifold may not be reduced to facilitate internal porting. Two piece manifolds must not be port matched at their intermediate point. Valve guide material is unrestricted.
4. Valve seat and valve head angles are free.

C. Drivetrain

1. Carbon clutches are not permitted.
2. Engine and gearbox mounts may be solid, but must not relocate the engine or transmission in any direction.
3. Either the OEM transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (e.g., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety. Retrofitting OEM complete gear sets in an alternate transmission case is permitted.

D. Suspension

1. Cars equipped with MacPherson strut suspension may de-camber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not reinforce that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plates.
2. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.
3. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.
4. Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted. This includes the use of spherical bearings, so long as no suspension component is modified to facilitate their installation. Retention of spherical bearings by use of tack welds is permitted, as long as the welds serve no other purpose.
5. Rubber bump stops may be removed, modified, or replaced, but their chassis mounts, brackets, etc., may not be altered in any way.
6. No other relocation or reinforcement of any suspension component or mounting point is permitted.
7. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

E. Brakes

1. OEM brake systems must be used. Alternate OEM brakes rotors or calipers from the same manufacturer will be considered.
2. Anti-Lock Braking Systems: Any car equipped with an OEM ABS system may use the OEM system only as installed.

F. Wheels

Wheels may not exceed 17.0 inches in diameter nor 7.0 inches in width.

G. Weight Requirements

1. Minimum weights for cars with piston engines will be determined by 1.3 lbs/cc displacement for the installed engine

(see following table). Displacement is determined by the factory displacement for the installed engine. Cars with 3 valves/cylinder engines may reduce their weight by 1 percent. Cars with 2 valves/cylinder engines may reduce their weight by 2 percent. For weight assignment purposes engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc and 2149cc = 2100cc).

Factory engine displacement (cc)	Minimum weight (lbs.)
Up to	
1300	1690
1400	1820
1500	1950
1600	2080
1700	2210
1800	2340
1900	2470
2000	2600

2. The Mazda 12A is permitted at 2600 lbs; porting is not permitted.

H. Car and Engine Specific Allowances

[To be supplied]

Item 2. (October)

In 9.1.4.1.F, add the following to the Notes for all Mustangs: *"OEM independent rear suspension is permitted."*

Item 3. (October)

In 9.1.4.1.F, add to the Notes for all Vipers: *"OEM fuel tank may be used."*

Production

Item 1. (May)

In 9.1.5.E.9.a.2, change the last sentence from ~~"Closed cars must not remove stock material above a horizontal line placed at the lowest point of the driver's door window opening."~~ to *"Replacement components of an alternate material may not extend into the roof structure of a closed car above a horizontal line placed at the lowest point of the driver's door window opening."*

American Sedan

Item 1. (July)

Replace 9.1.6.D.3. k, l and m (and renumber succeeding subsections) with: *"Any H-Pattern 4 or 5 Speed transmission is permitted with the gear ratios listed on the vehicle spec line, helical cut forward gears with a minimum angle of 15 degrees, and no dog rings."*

Item 2. (July)

In 9.4.D, delete "American Sedan".

In 9.4.E.1, delete "AMERICAN SEDAN".

In 9.4.E.3.a, delete "American Sedan".

Add a new subsection to 9.1.6.D.8:

"n. The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed."

Spec Miata

Item 1. (August)

[Note: 9.1.8.C.1.l.1 has been modified as a result of member comment.]

In 9.1.8.C.1.l.1. add after the first sentence: *"Any adjustable mechanical fuel regulator may be used, but it may not be adjusted from the cockpit."*

In 9.1.8.C.1.p.3, add to the end of the second sentence: *"except as allowed in subsection 6 below."*

In 9.1.8.C.1.p, add a new subsection 6: *"For 1999-2005 model years only, it is permitted to alter the ignition timing by elongating the mounting holes of the crankshaft position sensor trigger wheel."*

Item 2. (August)

Reinstatement of the SM compliance program is recommended to the Board of Directors. If approved, the Club Racing Staff will be expected to provide implementation details similar to the previous program.

Item 3. (August)

In 9.1.8.C.4.c, add: *“90-97 cars are permitted to use the 99-05 suspension components including steering rack, front and rear control arms, front and rear uprights, and front and rear sub-frames.”*

Item 4. (August)

In 9.1.8.C.4.d, add at the end: *“A locating ring for the rear anti-roll bar may be added; it must serve no other purpose.”*

[Since the latest design rear anti-roll bar has incorporated a locating ring, the CRB proposes that a locating collar may be added to existing anti-roll bars.]

Item 5. (August)

In 9.1.8.C.6.d, change the second sentence as follows: *“The rear track shall not exceed 1465 mm for the 90-97 model years and 1475 mm for the 99-05.”*

Sports Racing

ITEM 1. (JULY)

S2

The CRB has received a proposal to allow the Mazda MZR 2 liter engine as an alternate to the currently approved Ford Pinto in Sports 2000. The rules changes below would be used to implement this proposal. [Note: Item 2 below completes this proposal.] Effective 11/1/10.

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

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

B.5. Engine (Ford Pinto)

~~The only A~~ permitted engine...”

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

B.6. Engine (Mazda MZR)

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

- a. *All surfaces on the head, block, connecting rods, pistons, and crankshaft must remain as manufactured by Mazda and may not be altered in any way. The original casting marks and cast surfaces must remain as-cast and also meet all of the Mazda design values and tolerances stated in the Mazda factory manual or delineated in these specifications. The block may not be decked. The minimum block deck height is [TBD]. Only Mazda MZR engine blocks with serial numbers LFE2-10-300E ('05-'08) or LF9G-10-300 ('09) are permitted. The maximum compression ratio is 10.8:1, the required standard bore is from 3.445 inches to 3.447 inches, and the required stroke is 3.272 inches. The maximum bore dimension of 3.447 inches is intended to allow for cylinder wear only. It is not permitted to machine to this dimension. The bore measurement will be taken 0.250 inches below the block deck where the bore is untouched by the piston ring.*
- b. *Pistons, crankshaft, and connecting rods may be replaced only with standard, original Mazda production parts. The crankshaft may be ground or polished for the purpose of installing oversized main or connecting rod bearings in accordance with the Mazda factory manual [factory dimensions to be added]. The connecting rods may not be bored or re-manufactured in any way. Replacement main bearings must be standard Mazda or Cosworth KK3481. Replacement connecting rod bearings must be standard Mazda or Cosworth KK3483.*
- c. *Only original Mazda replacement piston rings may be used. The ring end gaps may not be altered and must remain as manufactured by Mazda. All of the rings must be installed, including the complete oil scraper assembly. The piston bore may be honed solely to allow piston ring seating. The first and second compression rings must be installed in*

the positions designated by Mazda.

- d. The cylinder head may not be ported, polished, or machined. The minimum head height is [TBD]. A standard three-angle "production" valve job is required, and the only allowed angles are those defined in the Mazda factory manual. The intake valve seat angles must be 35°, 45°, and 70°; the 45° seat must be a minimum 0.048 inches wide. The exhaust valve seat angles must be 30°, 45°, and 65°; the 45° seat must be a minimum of 0.048 inches wide. The camshafts, valves, springs, retainers, and shim/bucket combinations must be original Mazda parts and not modified in any way. The camshafts must remain as ground by Mazda; no polishing is permitted. Valve seats may not be replaced. Only the Mazda L3G2-10-271A ('05-'08) or LF9G-10-090a ('09) cylinder heads are allowed. Only the Mazda L3E3-12-420 intake and L309-12-441A exhaust camshafts are allowed. The original, unmodified Mazda camshaft sprockets and crankshaft timing pulley must be used. Camshaft timing must remain stock and must be set per the procedure outlined in the Mazda factory manual. Intake camshaft is [TBD] ATDC and [TBD] BTDC. Exhaust camshaft is [TBD] ATDC and [TBD] BTDC. Modifications to the variable valve timing mechanisms are prohibited.*
- e. Flywheel: The minimum weight is 8 pounds. Any weight removed from the flywheel must come from the clutch plate surface. Only the Mazda LFG2-11-500 ('05-'08), Mazda LF9G-11-500 ('09), Quartermaster 505307, or Cosworth 20001019 flywheels may be used.*
- f. Any dual plate 5.5 inch or single plate 7.25 inch diameter, non-carbon fiber clutch is permitted, provided no modification is made to the flywheel other than changing the clutch's points of attachment to the flywheel. The original, unmodified Mazda clutch assembly may be used.*
- g. The Life Racing F42 ECU and engine wiring harness must be used; the current specification map is required. Failure to use the current map will result in an automatic penalty of 1 year suspension from SCCA Club Racing. The map is available on the SCCA web site. Ignition coils must be standard Mazda. Spark plugs are unrestricted.*
- h. The Jenvey SCCA-S2 intake kit including intake manifold, o-rings, throttle bodies, throttle position sensor, air horns, and fuel rail must be used with no modifications of any kind. Fuel injectors must be Bosch 0 280 155 868. The provided, continuous o-rings must be fitted to each intake runner groove between the intake manifold and cylinder head to ensure that no air bypasses the o-ring seal. Intake air filters are unrestricted.*
- i. Intake restrictor: [TBD] diameter restrictor plate per intake port. The restrictor plates may be obtained from Quicksilver RacEngines or Elite Engines.*
- j. The exhaust system manifold tubing inside dimension must be 1.625 inches, and the manifold tubes must be a minimum of 24 inches in length, terminating into a single exhaust pipe through a 4-into-1 collector. The collector angles must be 15 degrees (30 degree included angle), with an exit diameter of 2.250 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4-into-2-into-1 exhaust collectors and reduced diameter venturi sections are prohibited.*
- k. Engines will be mounted and aligned fore and aft in the chassis.*
- l. The addition of material by any means to any component is prohibited.*
- m. Non-standard cam / valve covers are permitted provided they in no way improve the performance of the engine.*
- n. Three-stage dry sumps having no more than two scavenge stages are permitted. Localized machining of the engine block is permitted to allow fitment of the oil pump. An engine block breather cover may be fitted. The lubrication system is otherwise unrestricted.*
- o. Oil coolers are unrestricted.*
- p. A liquid cooling system is required; radiators and water pumps are unrestricted. The cylinder head water outlet housing may be modified or replaced to facilitate the routing of coolant lines.*
- q. Fuel pumps are unrestricted.*
- r. Gaskets and seals are unrestricted, except cylinder head gasket, Mazda part L3G2-10-271A must be used.*
- s. Pump, fan, and generator drive pulleys are unrestricted.*
- t. Generators are unrestricted.*

- u. The use of non-standard replacement fasteners (nuts, bolts, screws, studs, and washers) which are not connected with or do not support the intake manifold or any moving parts of the engine are permitted.*

Item 2. (October)

The CRB recommends adoption of the Mazda MZR alternate engine subject to the specifications published in the July Fastrack and the addition of a 1.205 inch per port plate restrictor and an approved ECU map (to be published on the SCCA web site upon approval of the BoD), effective 11/1/10. [Adjustments to the restrictor size will be made as necessary. On track performance will be carefully monitored.]

Touring

Item 1. (August)

Note: Based on member input, the CRB withdraws the following proposed changes.

In 9.1.10.D.3.b.1, modify the first sentence as follows: "The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor *and* condenser, ~~H.D. springs/ sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans.~~"

Replace 9.1.10.D.5.b.1 with: "*Any springs and anti-roll bars are permitted, but they must mount in the stock locations.*"

Item 2. (August)

Replace 9.1.10.D.6.a.5 with: "*Any brake ducts are permitted, but they must serve no other purpose and must mount without modification to other components except for duct intake openings in the bodywork. The ducting must not be visible from outside the car.*"

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 2, 2010

The Club Racing Board met by teleconference on November 2, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-12, 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. #2456 (Michael Collins) New Regional SM5 Class Rules
The CRB recommends the creation of Spec MX-5 as a regional class. [See Language attachment.]
2. #2943 (CRB) Define Flat Plate Intake Restrictors
Insert new item in Appendix F – Technical Glossary as follows:

Flat Plate Intake Restrictor – a metal plate through which all engine combustion chamber air (and possibly fuel) must pass. Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements (more than one plate may be required in some applications; each shall meet the requirements):

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

FORMULA

FC

1. #1882 (John Shumate) #1121 in June Fast Track Aluminum Calipers
Based on BoD concerns, this recommendation is amended as follows and is resubmitted for approval:

Replace 9.1.1.B.6 with:

“Unrestricted, except:

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

FF

1. #1882 (John Shumate) #1121 in June Fast Track Aluminum Calipers
Based on BoD concerns, this recommendation is amended as follows and is resubmitted for approval:

Replace the first paragraph of 9.1.1.D.10 with:

“Unrestricted, except:

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

2. #3187 (CRB) FIT request

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

Modify 9.1.1.D.3.k.4 as follows:

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

IMPROVED TOURING

ITS

1. #2820 (Wesley Czech) Allow alternate clutch hydraulic hose

In 9.1.3.D.1.m, add at the end: *"Cars originally equipped with hydraulically-actuated clutches may replace the clutch hydraulic lines with steel lines or Teflon-lined metal braided hose."*

SUPER TOURING

1. #2424 (Philip Royle) Input on proposed STL class

1. Engines - The class was not designed to ensure that each car will be competitive. The intention is to allow a higher level of preparation.

2. See letter #3233.

3. In 9.1.4.D.1.a-STL. change "splitter" to "splitter/*spoiler*"

2. #2690 (Doug Weisz) Clarification

In 9.1.4.3.B.1, add "*Turbocharged cars are not permitted in STL.*"

3. #3233 (Christopher Childs) Rules clarification - Add language to proposed STL

In 9.1.4.C.3, add new sections:

"4. Any final drive ratio is permitted provided it fits the differential/transaxle housing without modification to the housing."

"5. Any limited-slip or locking differential is permitted."

STL

1. #2305 (Greg Amy) STL Rules Feedback

In 9.1.4.3.D, insert a new subsection 2 and renumber subsequent subsections:

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

2. #3306 (CRB) STL car ineligibility

Replace 9.1.4.3.B.1 as follows:

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

*The following vehicles in their entirety are ineligible for STL:
Honda S2000, Acura Type R, Lotus Elise/Exige*

*The drive trains from the following cars are ineligible for STL:
Honda S2000, Acura Type R.*

PRODUCTION

1. #3205 (Jesse Prather) Wheel sizes

In the November Fastrack, Suggested Rules Changes, delete EP/FP item 1 (superseded below).

In 9.1.5, change the maximum wheel size for the following cars because 14 inch racing tires are not available:

EP/FP: Elva Courier Mk I, II, & III 1622 & 1798 - ~~14 x 6 (1622) 15 x 7 MkIII 1798~~ - *15 x 7*

EP: Pontiac Fiero GT & Formula (85-88) - ~~14 x 7~~ - 15 x 7
EP: Toyota Celica II 2.4L (81-82) (excl. conv.) - ~~14 x 7~~ - 15 x 7
FP: Mazda GLC /323 (86-88) - ~~14 x 7~~ - 15 x 7
HP: Volkswagen Rabbit 1715 (81-84) (excl. conv.) - ~~14 x 7~~ - 15 x 7
HP: Volkswagen Scirocco 1715 (81-84) - ~~14 x 7~~ - 15 x 7
HP: Volkswagen Scirocco 1780 (8-valve) (83-88) - ~~14 x 7~~ - 15 x 7

AMERICAN SEDAN

1. #2894 (Jim Wheeler) Permit aftermarket power steering pumps
In 9.1.6.D.1, add a new section: "*r. Any belt driven, mechanical power steering pump may be used. It must mount to the front of the engine. Remote reservoirs may be added.*"
2. #2319 (Jeff Kopp) Please allow removal of center section of bumper (82-92 AS Camaro)
In 9.1.6, Camaro & Firebird (82-92), add to the Notes: "*Camaro only: To aid cooling, the center of the grill opening (license plate area) and bumper backing may be removed.*"

SHOWROOM STOCK

1. #2740 (CRB) SS VINs
In 9.1.7.B, change as follows: "*At least one* VIN plates or stampings shall remain in place. ~~There must be a minimum of two (2) VIN plates or stampings~~ *on the dashboard or chassis* that corresponds with the model automobile classified.
2. #3018 (Stan & Tom Czacki/Joe Aquilante) Front Camber
Add a new section 9.1.7.E.34 as follows: "*Adjustment of front camber is permitted to a maximum of negative 2 degrees.*"

SPEC MIATA

1. #830 (Dave Wheeler) cruise control and horns

In 9.1.8.C.1.p, add a new item 6: "*It is permitted to remove all components of the cruise control system.*"

In 9.1.8.C.1.p, add a new item 7: "*It is permitted to remove the horn.*"
2. #831 (Dave Wheeler) Hardtop mounts
In 9.1.8.C.7.e, add a new third sentence: "*It is permitted to attach the hard top to the upper windshield bar of the roll cage.*"

SPORTS RACING

1. #1790 (CRB) Alternate engine proposal for S2
In response to BoD concerns, this recommendation is amended as follows:
In 9.1.9.B.11, modify selected subsections as follows:
B. ~~44~~12. Transmission
 - a. The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than ~~four~~ *five* forward gears. *Five forward gears are permitted with a 25 lb. weight penalty.* The ratios are unrestricted.
 - d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and ~~lock~~ *locking / locked* differentials are prohibited. Excessive shimmying of the differential is prohibited.
 - e. The use of automatic ~~and/or sequentially shifted~~ *shifting* gearboxes is prohibited. *Sequentially shifted gearboxes are permitted with a 25-lb.-weight penalty.*
 - f. ~~Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited.~~
Electro-mechanical, electronic, hydraulic, pneumatic, and/or similarly operated gear change mechanisms and differentials are not permitted. Gear changes must be made through direct mechanical linkage, e.g. by rod or cable. Devices that in any way automate engine speed matching, interrupt ignition, and/or interrupt fuel for the purpose of assisting a gear change are not permitted.
2. #1870 (Tony Sleath) New Mazda Engine for S2
Effective upon approval by the Board of Directors, the CRB recommends adoption of the Mazda MZR engine subject to the specifications published in the July Fastrack as amended, with a 1.205 inch per port plate restrictor and an approved ECU map (to be published on the SCCA web site upon approval of the BoD). We note that the "TBD" items that remained when the proposal was submitted in October have been completed. The complete text will be provided to the BoD at their December meeting. [Adjustments to the restrictor size will be made as necessary. On track performance will be carefully monitored.] The CRB thanks all the members who submitted letters on this proposed rule change.

TOURING

1. #3018 (Stan & Tom Czacki & Aquilante) Front Camber
In 9.1.10.D.5.a.1, change "~~two (2)~~" to "**3**".

T2

1. #2304 (John Baldwin) Allow spring package for 05 STi
In 9.1.10, T2, Subaru Impreza WRX STi (03-07), add to Notes: "*Baldwin Motors spring package part BMI-T2SP1, permitted (includes: Front Hypercoil springs 2.25" ID / 7"x600 psi & helper springs, Rear Hypercoil springs 2.50" ID / 8"x550 psi & helper springs, Racecomp Engineering rear top perch adaptors, Racecomp Engineering modified rear top hats).*"

T3

1. #3076 (Michael Sullivan) Help for the RX-8
In 9.1.10, T3, Mazda RX-8 (04-08) and Mazda RX-8 R3 (2009-10), add the following to the Notes: "*Mazda Motorsports Exhaust Header Part # 0000-06 and Mazda Motorsports Air Intake Part # 0000-06-8601.*"
2. #3338 (CRB) 2007-2009 Mazdaspeed3
In 9.1.10, T3, Mazda Mazdaspeed3 (2007-09), add to the Notes: "*Mazda Motorsports Rear Swaybar Kit 32mm OD hollow Tube Part #: 0000-04-3420.*"
3. #3339 (CRB) 2010-2011 Mazdaspeed3
In 9.1.10, T3, Mazda Mazdaspeed3 (2010-11), add to the Notes: "*Mazda Motorsports Rear Swaybar Kit 32mm OD hollow Tube Part #: 0000-04-3420.*"

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

FB

Member input has been submitted to the CRB regarding the state of the art of assisted shifters in FB. Member input is being requested on the subject.

There is concern that the state of the art of assisted shifter systems is reaching a technical level where "smart" systems can make gear selection and shift timing decisions and that the potential system cost and impact on competitiveness is not in the spirit or intent of FB as a restricted class (GCR 9.1.1.H).

There is also concern that detection and control of "smart" systems is beyond the capability of SCCA scrutineers without specialized tools that may simply not be available. For example, a system capable of rejecting a shift for the purpose of preventing an over rev might also be able to control when to shift for performance enhancement and this might be undetectable.

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

Would you be in favor of:

1. Only mechanical and/or cable operated gear shifters are permitted. Throttle blippers and ignition and or/fuel interrupters are not permitted. Electro-mechanical shifters, electronic shifters, pneumatic shifters and similar devices are not permitted.
2. Only mechanical and/or cable operated gear shifters are permitted. Throttle blippers and ignition and or/fuel interrupters are permitted as long as the mechanism and method of actuation does not exert any control of the gear shift. Electro-mechanical shifters, electronic shifters, pneumatic shifters and similar devices are not permitted.
3. Shifting mechanisms and control are unrestricted as long as the driver initiates the shift.

[Note: these choices might not be the exact language of a rule proposal, if one is made.]

MEMBER ADVISORIES

The revised Super Touring rules, as approved by the Board of Directors at their October meeting, are difficult to read because of the inclusion of much stricken/replaced/moved material. For the benefit of interested members, the entire Super Touring rules are presented below without the stricken text (except in newly proposed changes). In addition, all of the changes through Technical Bulletin 10-12 are included, as are all the proposed rule changes that will be submitted to the Board of Directors at their December meeting. [The letter number for the Technical Bulletin and proposed rule change items are listed in square brackets after the changed text. If any of the rule changes are not approved by the BoD, they will be removed before the 2011 GCR is released.] Also, the STO car list has been updated and the initial STU list of specific allowances has been added.

9.1.4. Super Touring Category

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

A. Purpose

Vehicles used in *this category* must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's distribution channels in the US. *The intent of this category is to allow a level of preparation for cars similar to that of World Challenge cars.* No model years older than 1985 will be *eligible*, except that cars from model runs began before 1985 are *eligible* (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are *eligible*). The SCCA does not guarantee the competitiveness of any car.

Vehicle modifications are limited to those listed herein. Unless a particular modification or part is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car.

B. Eligibility

Vehicles meeting one of the following criteria may compete in the Super Touring category:

- *1985 and newer cars* built specifically under these ST rules
- GCR listed IT cars, *1985 and newer*, under their current IT specifications. ~~Cars shall compete in STU as follows: 3001cc and above are eligible for STO. 2001cc through 3000cc are eligible for STU. Cars 2000cc and below are eligible for STL. [#2100]~~

Note: While IT cars may not be competitive in the ST category, *their inclusion* in the category will allow regional competitors to *participate in* national events.

- *Spec Miata cars completely conforming to Spec Miata class specifications are eligible for STL.*
- Cars eligible for the SCCA Pro Racing MX-5 Cup series using the current Pro Racing Rules *may run in STU*, except that any DOT tire is permitted, the claim rule will not be in effect, and a head and neck restraint is optional *until 2012*.

Competitors must have a copy of the current rules in their possession.

- *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.

C. Bodywork

1. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge. A photographic replica is not sufficient. *A close-out panel may be mounted* behind the grille. OEM *or aftermarket* spoilers and wings are permitted. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided they meet the minimum ride height *rule*, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.
2. Body and frame seams and joints may be welded, but additional reinforcing material/brackets are not permitted. The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones.
3. Bumper brackets may be modified, but bumpers must remain in OEM locations.
4. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered or filled.
5. All of *the* vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork.
6. *Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.*

7. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for *the* purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped *except* to temporarily secure it after contact.
8. All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.

9. Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.

D. Aerodynamic Devices

1. Front Splitter

- a. *A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.*

STO and STU:

The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter. The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. Additionally, the splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.

STL:

The front splitter/spoiler must not extend past the approved bodywork as viewed from above for the entire profile of the front fascia. [2424]

- b. *When the splitter is measured, there will be a 0.25 inch tolerance permitted to account for flexure of the fascias, off-course excursions and any light body contact. There will be no variance greater than 0.25 inch permitted unless the car has severe body damage that would affect the measuring of the splitter.*
- c. *The minimum ride height of front splitters and air dams is 3.0 inches*

2. Rear Wing

The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

OEM wings and spoilers are permitted as delivered, but must be removed if an approved wing is installed.

STO:

The entire rear wing assembly, including the end plates and any wicker, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork. The rear wing is limited to a single element with a chord length of 12.0 inches, including any wicker. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser. Wing end plates must not exceed 144.0 square inches.

STU and STL:

The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-style or hatchback body (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and the wing assembly. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part approved bodywork. Wings shall be a single element with a maximum chord length of 8.50 inches, including any wicker, and a maximum wing assembly width of 48.25 inches. Wing end plates must not exceed 64.0 square inches.

3. *Canards or dive planes are not permitted unless part of the OEM bodywork.*

E. Interior

1. The following items must be removed : tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.
2. The following items may also be removed:
Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.
3. The following items may be installed:
Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder *driver exit from the car*.
4. The above components shall be attached *to*/contained *in* the chassis in such a way as to be able to withstand 25g deceleration. Any sharp edges shall be covered, padded, protected, etc. to prevent injury to driver, crew, course workers, and officials.
5. The chassis shall not be modified to make additional clearance for the driver's seat. The driver's seat shall be located in the same lateral location as the OEM seat, *unless otherwise allowed on a car's spec line*. The driver's seat shall be located longitudinally so that the seat back, at the driver's shoulders, does not break an imaginary vertical plane located at the front of the rear seat platform. On 2-seat vehicles the seat back may go back to the OEM rear bulkhead, package tray, etc. It is recommended that the floor be reinforced in the areas where the seat is mounted to the chassis. Vehicles with a non-metallic floor shall add tubing elements, with a minimum wall thickness of .090 inch, connecting metallic parts of the chassis, or within the cage structure, to *which* the seat *must be mounted*.
6. Stock dash/instrument panel cover (dash pad) must be used. Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.
7. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than 18.0 inches above the floor pan. No bulkheads shall cover the rear foot wells.
 - a. Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.
 - b. Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if applicable, may extend laterally from one side of the chassis to the other.
8. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.

F. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that simulates the *rear* package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear seat bulkhead in conjunction with the OEM structure, the close out panel material is free.
2. Cables, wiring and *fluid lines in the engine compartment and cabin interior* may be replaced, rerouted, and/or protected.
3. *Cars that have drive shafts shall have* 2 steel, 360-degree loops of sufficient strength located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.
4. It is permitted to attach *one or more* plates, or pads, under the car to provide for jacking of the car, provided *they* serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork *to* act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.

5. Minimum ride height is *3.0 inches for STO, 4.0 inches for STU and 5.0 inches for STL. Ride height will be measured at the lowest point of the rocker panel, not including the pinch weld.*
6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.
8. All vehicles must use a stock, OEM equivalent, safety glass windshield, or *0.25 inch* minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.
10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of *0.125 inch*, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps *1.0 inch wide by 0.0625 inch thick minimum*, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.
11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.
12. OEM side window framework shall be intact.
13. Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.
14. Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.
15. The OEM "rain gutter/tray" at *the* base of the windshield shall be intact and in the OEM location.
16. The floor pan may be modified to provide clearance for the exhaust system.
17. *Inner fender panels may be modified or replaced.*
18. *Convertible model cars may compete with a hardtop or as an open car.*

G. Engine

1. Alternate engines may be used, *if* the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) *and was available in a car delivered in North America. The chosen engine must retain its original cylinder head and intake manifold. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered.*
2. The crankshaft shall be a stock OEM part or *an* aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. The crankshaft may be *balanced*. The *maximum* weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The *maximum* weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, *but must be ferrous unless OEM supplied.*
3. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.

4. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve *materials* are free; Titanium is not permitted, except for retainers *or OEM parts*. The head may be machined to fit valve train components.
5. Valve lift is limited to .600 *inch for STO and STU. STL Valve lift is limited to .425 inch for 4 valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines*. Camshafts and *camshaft* timing *are* free.
6. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly
7. The ignition system components may be replaced freely provided that the type of ignition remains the same as stock.
8. Engine calibration (spark and fuel) is free. A programmable ECU is permitted.
9. Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.
10. The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.
11. The ring gear diameter must be the same as the production flywheel. Flywheels shall be ferrous or aluminum, but are otherwise free. *For STO and STU, clutch and pressure plate design is free, but see individual class specifications for material restrictions. For STL, stock diameter flywheel, clutch and pressure plate must be used.*
12. *The* oil pan and oil pickup may be baffled, modified, or replaced. *The* OEM oil pump may be modified, or replaced with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire *or in some other way secure* the oil drain plug.
13. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged.
14. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.
15. The intake and exhaust ports may be ported *in STO and STU* unless otherwise noted *at a 1 percent weight penalty*. The valve guide may be machined as part of this porting. The intake manifold may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s). *STL must conform to the STL specific cylinder head rules.*
16. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.
17. *To* increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined. Compression is limited to 12.0:1 *for STO and STU and 11.0:1 for STL. If an STL eligible car has an OEM compression ratio higher than 11.0:1 the vehicle may retain the OEM compression ratio.*
18. Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. *Competitors* must be prepared to demonstrate the boost adjustment process to officials. Unless otherwise noted, the follow restrictions apply to turbochargers. Turbocharging is permitted only with a factory turbo/engine combination. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may not be added to engines that did not originally come equipped with one. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.
19. *Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.*

H. Cooling Systems

1. Water Cooling
Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.

2. Engine Oil Cooling
Coolers for the engine oil are free in number, type and location.
3. Intake Air Cooling
Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free.
4. Water Spray Systems
Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.

I. Fluid Piping & Fuel Tank

1. Fuel Cells/Tanks
The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). All fuel cells *must* comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.
2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.
3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.
4. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.
5. *No fuel cooling devices are permitted in the car.*

J. Oil System

1. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.
2. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 *inch* steel, or .059 *inch* aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.
3. Accusump-type systems may be used.
4. Dry-sump systems:
STO:
The dry-sump system is limited 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM-style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.

STU:
The dry-sump system is limited to 3 stages. It shall consist of 1 pressure stage and a maximum of 2 scavenge stages. If the OEM-style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 1 two-port scavenge stage, or a maximum of 2 single-port scavenge stages, such that oil is not being scavenged from more than a maximum of 2 locations.

*STL:
Dry sump systems are not permitted.*

K. Exhaust System

The exhaust system may be modified, or replaced. Outlets must be located rearward of the midpoint of the wheelbase. The exhaust pipe may not protrude more than **3.0 inches** at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 **inch**) with the bodywork at the point that they exit the body. Minor body modifications are permitted to **accommodate** exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least **3.0 inches** away from the exhaust system, and there shall be at least **3.0 inches** between the heat shield and the fuel system components.

L. Electrical System

The electrical system is free provided that:

1. The battery may be replaced with any equivalent battery of the same type. Battery may be relocated, but must be secured by a tie-down bracket and positive terminal must be covered to prevent accidental sparking.
2. If located in the cockpit, the battery must be placed behind the front seats, or in the passenger seat area, and the protection box must include an air vent that exits outside the cockpit.
3. All cars, except cars with pop-up headlights, shall have clear OEM headlight assemblies in place in the stock headlight positions. If headlight assemblies are used, they may be the clear OEM assemblies for any country **in which** the car is sold. Additionally, the headlight assembly may consist of a replica bucket and the OEM lens. There shall be an operational light bulb within both the low and high beam placements. The operational light bulbs need not be of OEM origin, but must produce approximately the same light output as an OEM Halogen low beam.
4. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or **may** be filled/covered. **No** ducting may extend beyond the outer surface of the bodywork.
5. Each car must be fitted with at least one effective windshield wiper **assembly**, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. **Other windshield wiper assemblies may be** removed.
6. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

M. Drivetrain

1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.
2. Vent and/or breather lines may be added to **the** transmission and/or differential. 1 transmission cooler **and** 1 differential cooler **are** permitted.
3. Cars with sequential shift transmissions shall increase the required minimum weight by 100 lbs.

N. Suspension and Steering

1. All suspension members must be made from **ferrous and/or aluminum** materials. Chromium plating of suspension members is **prohibited**.
2. **STO and STU** original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of **1.0 inch**; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. **STL cars must retain the OEM lower suspension pickup points**. The body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of **6.0 inches**. The **1.0 inch** tolerance applies to pick-up points on the chassis only.
3. **STO and STU** suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of **3.0 inches**, however, the body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of **6.0 inches**. The **3.0 inch** tolerance applies to pick-up points on chassis only. **STL cars must retain the OEM upper suspension mounting points**.

4. Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.
5. Shock absorbers and struts are free. Driver adjustable systems *and* electronically controlled shocks are not permitted. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way.
6. Stabilizer bars are free, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted. Adjustment controls for stabilizer bars may be located within the cockpit, but must be out of the reach *from the driver's seat*. Adjustments to *stabilizer* bars during practice, qualifying and race must be done in pit lane.
7. Suspension components shall be the stock OEM *parts*, but they may be reinforced. Heim joints are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings.
8. Alternate control arms permitted *in STO and STU. Alternate control arms are not permitted in STL.*
9. *STO and STU* cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle *rear wheel drive* may reduce the minimum weight by 50 lbs *in STO and STU. Rear wheel drive cars in STL must add 2.5 percent of their standard STL weight.*
10. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
11. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in the *stock locations*.
12. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjustment. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers.
13. *For STO and STU*, the spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the *1.0 inch* of movement that applies to the suspension pick-up points located on the chassis. *STL cars may not relocate the spindle and/or outer joint on the a-arm.*
14. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.
15. The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.
16. A collapsible steering column shall be used. Most *recent* OEM steering columns have at least 2 universal joints in them that allow the steering column to *collapse* on impact. This type of design (*with* at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.
17. Power steering may be *modified in any of the following ways*:
 - a. disconnected
 - b. an OEM manual steering rack for that model may be fitted
 - c. an electric power steering pump may be fitted
 - d. an OEM electric-assisted steering rack may be used.
18. Front wheel drive cars may reduce their minimum weight by 50 Lbs *in STO and STU*. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs *in STO and STU. In STL front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent.*

O. Brakes

1. Brake lines may be relocated, and rubber lines may be replaced with *stainless steel braided* brake lines. Original equipment master cylinders and pedals may be replaced. Hand brake *assemblies* may be removed. Aftermarket brake proportioning valves are permitted. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.

2. Brake pad friction material is free.
3. Backing plates and dust shields may be modified, ventilated, or removed.
4. Brake duct inlets incorporated in the front spoiler as standard, or *in* light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into *the* intermediate mounting surface of *a* permitted splitter.
5. Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.
6. Wheel fans are not permitted.
7. Power assisted braking systems are permitted.
8. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.
9. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:
 - a. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
 - b. Direct intervention on a *proportioning* valve in which the intake pressure is adjusted through a pre-loaded spring.
10. Brake calipers, whether OEM or aftermarket, shall be mounted in *the* stock locations.
11. Titanium piston inserts are permitted.

12. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM brake components as supplied.

P. Tires & Wheels

1. Tires must conform to 9.3.45. Filing, buffing, or any other disguising of tire sidewall is prohibited. Chemical treatments, or any means to artificially enhance tire performance is prohibited.
2. Wheels / Hubs
The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:
 - a. Loose wheel spacers of any type are not recommended.
 - b. All cars must run the same size wheel on the same axle.
 - c. Lug nuts and/or wheel studs are free as long as at least two (2) threads of the wheel studs are visible and the outside edge of the nuts and studs are inside the wheel rim when properly mounted.
 - d. As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.
 - e. The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.
 - f. Valve stems and caps are free.
3. Wheel Attachment
 - a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.
 - b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.

9.1.4.1. STO-SPECIFIC TECHNICAL REGULATIONS

A. *Bodywork*

OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, trunk/deck lid and doors with non-metallic composite parts. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

B. Interior

The required dash pad may be made of any material. The dash pad shall maintain the stock profile.

C. Chassis

1. Fasteners are free. Fasteners may be replaced with adhesives.
2. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened.
3. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.
4. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

D. Engine

1. Intake Requirements: All cars shall use the stock or approved air metering device (e.g., carburetor, throttle body) and intake manifold for the installed engine, unless noted otherwise.
2. All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.
 - a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.
 - b. **Except as permitted** in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.
 - c. **The** external throttle linkage to the carburetor may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
 - d. All air entering the intake tract shall pass through the carburetor air inlet.
3. Cars may modify, or replace, motor and gearbox mounts provided that the engine is located in the specified location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.

Engine Setback **and Lowering** Allowances:

The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches:

*Cadillac CTS-V (04-07)
Pontiac GTO (04-08)
Ford Mustang (85-06)
GM F-Body (93-02)*

E. Drivetrain

1. Carbon clutches are permitted.
2. Transmissions and **ratios** are free. Forward gears are limited to six speeds.

3. Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (i.e., spark and fuel control) and may not interface with, or affect, the braking system or throttle control.

F. Brakes

1. Rotors
1 or 2 piece ferrous rotors *that do* not exceed 355mm in diameter *or* 33mm in thickness *are permitted*. Maximum brake rotor *diameter* of 380mm *is permitted* at a 100 pound penalty.
2. Calipers
The standard production calipers or any caliper with 6 or less pistons may be used. 4-piston calipers may use a maximum of 4 pads per caliper. 6-piston calipers are limited to 2 pads per caliper.
3. Brake duct water spray cooling systems are *permitted*.

G. Wheels

Rear wheels may not exceed 18.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 18.0 inches in diameter and 11.0 inches in width.

H. Approved Cars and Engines

The following car and engine combinations are approved in STO. Contact the Club Racing Technical Office to add additional cars.

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.				
Car	Maximum Displacement	Minimum Weight	Restrictor	Notes
Acura CL	3500	2800		
Acura NSX	3000	2650		Super-charger permitted. Zero Force Body Kit by Kawagen Route permitted.
<i>Acura NSX Turbo</i>	<i>3500</i>	<i>2750</i>		
Aston Martin DB9	6000	3300		
<i>Aston Martin Vantage</i>	<i>6000</i>	<i>3300</i>		
BMW E46 M3 & E36	3200	2600		The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. The M5 5.0L is permitted at 3000 lbs. Flossman body kit is permitted.
BMW 335ci/135i	2679	3000		Must use stock turbochargers.
BMW M3 E92 (08-09)	3999	2900		
Cadillac CTS-V	6000	3300		
Chevrolet Corvette	5700	3135		
Chevrolet Corvette	6000	3300		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 running between the A-pillars. LS2 cars may use the LSX cast iron block with OEM LS2 bore and stroke.
Chevrolet Corvette	6200	3410		
Chevrolet Corvette	7000	3300	60mm flat plate or 45mm SIR	
Chevrolet Corvette L98, LT1, LT4	383 ci.			Max bore 4.00" Max stroke 3.75"
Chevrolet Camaro/Firebird	5700	3135		Aftermarket K members are permitted.
Chevrolet Camaro/Firebird	5000	2750		Aftermarket K members are permitted.
Dodge Viper	8000	3135	60mm flat plate	

Dodge Viper	8300	3300	60mm flat plate	
Dodge Viper	8400	3400	60mm flat plate	
Dodge Viper ACR	7990	2780	60mm flat plate	
Dodge Neon SRT-4	2400	3000		Alternate Turbo permitted
Ferrari 355	3500	2780		
Ferrari 360	3600	2780		
Ferrari 430	4310	2880		
Challenge		3050 [#3222]		Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7. 19 inch Ferrari Challenge wheels as delivered from factory permitted [#2827]
Ford Mustang	5800	3190		Aftermarket K members are permitted.
Ford Mustang	5400	2970		Aftermarket K members are permitted.
Ford Mustang	5000	2750		Aftermarket K members are permitted.
Ford Mustang	4600	2530		Aftermarket K members are permitted.
Honda S2000	2000/2200	2600		Super-charger allowed
Lotus2-Eleven GT4 Supersport	1800	2100		
Maserati Trofeo Light	4244	2900		
Mazda RX-7		2750		OEM Twin Turbo Charged required
Mazda RX-7		2800		3 Rotor Renesis allowed
Mitsubishi/ DSM	2000	3000		Alternate Turbo permitted
Mitsubishi/ DSM	2400	3000		Alternate Turbo permitted
Mitsubishi Evo/DSM	2000	3000		OEM Twin Turbo Charged required
Nissan 300ZX	3000	3000		OEM Twin Turbo Charged required
Nissan 350Z	3500	2450		
Nissan 350Z/370Z	3700	2600		
Pontiac GTO	6000	3300		
Pontiac GTO	5700	3135		
Pontiac Solstice	2000	3000		Alternate Turbo permitted
Porsche 996	3600	2808		
Porsche 996TT	3600	3050		Must meet WC VTS for engine and turbochargers. Dated 2/11/09
Porsche 997	3600	2960		
Saleen SR	5800	3190		
Toyota Supra		3000		OEM Twin Turbo Charged required

9.1.4.2. STU-SPECIFIC TECHNICAL REGULATIONS

A. **Bodywork**

1. All cars may replace the hood and trunk/deck lid with non-metallic composite parts. The OEM profiles shall be maintained on the part. All other body panels shall be OEM parts.
2. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations, but fasteners are free.
3. Fasteners are free provided they are of the same material family and diameter as the fastener it is replacing.

B. **Engines**

1. Engines up to 6 cylinders and 3000 cubic centimeters factory displacement are permitted, *plus any others listed in 9.1.4.2.H.*
2. All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.

C. Drivetrain

1. Carbon clutches are not permitted.
2. Engine and gearbox mounts may be solid.
3. Transmission and ratios are free. Forward gears are limited to **6** speeds.

D. Suspension

Alternate suspensions are permitted. Alternate suspensions are limited to the original type. Items such as brake calipers, springs, and shock/struts shall remain located on the alternate suspension in the OEM location.

E. Brakes

1. Rotors
1 or 2 piece ferrous rotors **that do not exceed 328mm in diameter or 32mm in thickness are permitted.**
2. Calipers
The standard production calipers or any 4-piston calipers may be used.

F. Wheels

Wheels may not exceed 17.0 inches in diameter and 8.0 inches in width.

G. Weights and Engine Allowances

Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is the factory displacement for the installed engine. For **the purpose of** weight assignment, engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc **and** 2149cc = 2100cc).

Factory Engine Displacement (cc)	Minimum Weight (lbs)
1600	1760 (#3260)
1700	1870
1800	1980
1900	2090
2000	2200
2100	2310
2200	2420
2300	2530
2400	2640
2500	2750
2600	2860
2700	2970
2800	3080
2900	3190
3000	3300

Alternate Engine Specifications		
Engine	Bore & Stroke (mm)	Notes
Nissan VQ30	93.0 x 73.3	Sleeving permitted

1. The Mazda 13B and Renesis rotary engines are permitted at 2400 lbs. The 13B may be street ported. The Renesis shall remain unported. The Mazda 12A Street Port is permitted at 2350 lbs. 12A induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel **carburetor** with 38mm chokes on a "dual-y" manifold.
2. All turbocharged engines shall use a compressor inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only.

Inlet Restrictor (mm)	Minimum Weight (lbs)
33	2200
35	2475
37	2770
39	3100

3. The Volkswagen Jetta TDI is permitted using the SCCA Pro Racing TDI Cup rules and weight. **Diesel fuel must be used** in accordance with 9.3.26.A.
4. The Mazdaspeed Miata may use alternate turbo, Mazdaspeed part # 000-88-c-89.

H. Car and Engine Specific Allowances

Car	Maximum Displacement	Minimum Weight Chart	Notes
Audi A4 Turbo	1797	Chart	
BMW E36 M3 (95-99)	3200	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Chevy Camaro	3790	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Chevy Cobalt SC	1998	2900	GM stage 2 kit allowed. OEM Camshaft lift.
Chevy Cobalt Turbo	1998	Chart	
Chevy HHR Turbo	1998	Chart	
Chrysler Crossfire	3199	3000	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Dodge SRT4	2458	Chart	
Ford Mustang	3797	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Ford Mustang	4000	3300	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Lotus Elise SC	1796	2400	OEM pulley and injectors. OEM camshaft lift.
Lotus Exige SC	1796	2400	OEM pulley and injectors. OEM camshaft lift.
Mazda RX7 Turbo		Chart	
Mazdaspeed Miata	1839	Chart	Alternate turbo Mazdaspeed part # 000-88-c-89 permitted.
Mazdaspeed 3	2260	Chart	
Mercedes Benz CLK	3199	3000	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Mini Copper S SC	1598	2500	OEM pulley and injectors
Mini Cooper S	1598	Chart	
Mitsubishi Evo/DSM	1997	Chart	
Nissan 350Z	3000	3300	Nissan VQ30, 93.0 bore by 73.3 stroke
Pontiac Firebird	3790	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Pontiac Solstice	1998	Chart	
Porsche 944		Chart	
Saturn Sky	1998	Chart	
Scion TC SC	2362	2300	TRD supercharger kit allowed. OEM camshaft lift.
Subaru Legacy	2457	Chart	
Subaru Impreza WRX	1994	Chart	
Subaru WRX	2457	Chart	
Volkswagen GTI/GLI	1984	Chart	

9.1.4.3. STL-SPECIFIC TECHNICAL REGULATIONS

A. Bodywork

1. All cars may replace the hood and trunk/deck lid with nonmetallic composite parts. The OEM profiles shall be maintained on the part. All other body panels shall be OEM parts.
2. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/

support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations.

3. Fasteners are free provided they are of the same material family and diameter as the fastener it is replacing.

B. Engines

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

*The following vehicles in their entirety are ineligible for STL:
Honda S2000, Acura Type R, Lotus Elise/Exige*

*The drive trains from the following cars are ineligible for STL:
Honda S2000, Acura Type R [#3306]*

Turbocharged engines are not permitted in STL. [#2690]

2. All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.
3. Manifold and cylinder head port matching is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting faces. Carburetor mounting surfaces shall not be modified. External dimensions of the cylinder head or intake manifold may not be reduced to facilitate internal porting. Two piece manifolds must not be port matched at their intermediate point. Valve guide material is unrestricted.
4. Valve seat and valve head angles are free.

C. Drivetrain

1. Carbon clutches are not permitted.
2. Engine and gearbox mounts may be solid, but must not relocate the engine or transmission in any direction.
3. Either the OEM transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (e.g., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety. Retrofitting OEM complete gear sets in an alternate transmission case is permitted.
4. Any final drive ratio is permitted provided it fits the differential/transaxle housing without modification to the housing. [2424/3233]
5. Any limited-slip or locking differential is permitted. [3233]

D. Suspension

1. Cars equipped with MacPherson strut suspension may de-camber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not reinforce that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plates.
2. For double wishbone suspension, camber adjustment devices (plates/shims/eccentric, etc.) are unrestricted but are limited to one per wheel. Front and rear upper control arms may be modified or replaced with items that allow camber and/or caster adjustment only. The OEM rear toe adjustment arm may be replaced with any substitute. [2305]
3. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.
4. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.
5. Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted. This includes the use of spherical bearings, so long as no suspension component is modified to facilitate their installation. Retention of spherical bearings by use of tack welds is permitted, as long as the welds serve no other purpose.
6. Rubber bump stops may be removed, modified, or replaced, but their chassis mounts, brackets, etc., may not be altered in any way.

7. No other relocation or reinforcement of any suspension component or mounting point is permitted.
8. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

E. Brakes

1. OEM brake systems must be used. Alternate OEM brakes rotors or calipers from the same manufacturer will be considered.
2. Anti-Lock Braking Systems: Any car equipped with an OEM ABS system may use the OEM system only as installed.

F. Wheels

Wheels may not exceed 17.0 inches in diameter nor 7.0 inches in width.

G. Weight Requirements

1. Minimum weights for cars with piston engines will be determined by 1.3 lbs/cc displacement for the installed engine (see following table). Displacement is determined by the factory displacement for the installed engine. Cars with 3 valves/cylinder engines may reduce their weight by 1 percent. Cars with 2 valves/cylinder engines may reduce their weight by 2 percent. For weight assignment purposes engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc and 2149cc = 2100cc).

Factory engine displacement (cc)	Minimum weight (lbs.)
Up to	
1300	1690
1400	1820
1500	1950
1600	2080
1700	2210
1800	2340
1900	2470
2000	2600

2. The Mazda 12A is permitted at ~~2600~~ 2535 lbs; porting is not permitted. [3234]

H. Car and Engine Specific Allowances

[None at this time.]

NOT APPROVED BY THE CRB

GCR

1. #2365 (Larry Oliver) Allow use of Kevlar braided lines
Thank you for your request. The manufacturer will not supply technical data, so there is no basis for comparison to braided steel hose in our applications.

GT

1. #2625 (Charles Jones) Tube frame cars vs Tub cars
This topic has been examined in the past. The conclusion has been that there is no effective means to define the difference between tub and tube frame GT cars that does not leave too many gray areas that would be open to exploitation.

GT2

1. #2982 (Tom Patton) Review of Restrictor Plate
Car is competitive as classed.

GTL

2. #2844 (Tony Rivera) Allow stock fuel tank
Not consistent with GT safety requirements.
3. #2922 (Greg Hotz) Engine Location acknowledgement MR2/Pontiac Fiero
The allowance for the Fiero is for GT1 only and does not apply to any engine in GTL.

SUPER TOURING

1. #2778 (Ian Stewart) Increase weight per displacement on STU
Thank you for your input. We will monitor the class.
2. #2428 (Matt Blehm) Comments on proposed changes to STU/STL – wing chord, non-USDM engines
The wing chord is correct at 8.50 inches.

A final decision regarding engines not delivered in the USA is still being considered.

PRODUCTION

FP

1. #2842 (Harold Flescher) Allow alternate front brake calipers for full prep cars
Availability of calipers, parts and pads is not a problem at this time and alternate calipers are not within the category philosophy.
2. #2891 (Bill Blust) Reduce the Weight of the FP Spridget by 50 lbs.
The car is competitive as classified.

HP

1. #2257 (Martin Burk) Valve lift measurement adjustment
The bulk of the Hondas in the class have already made the effort to maximize to the .390 spec and a change now would require those drivers to spend even more. In addition, this car is very competitive as classified.
2. #2889 (Bill Blust) Reduce the Weight of the Spridget 1098 by 50 lbs.
The car is competitive as classified in H Production.
3. #2890 (Bill Blust) Reduce the Weight of the LP 1275 cc Spridget by 50 lbs.
The car is competitive as classified in H Production.

SHOWROOM STOCK

SSB

1. #3028 (Joel Lipperini) Classify the 2001-2005 Lexus IS300 in SSB
Thank you for your input. This car is classed in T3.

SSC

1. #2437 (Peter Schwartzott) SAFETY IN SSC (Regarding sunroof rules)
Thank you for your input.
2. #2550 (Jason Isley) Return Sentra to previous weight in SSC
Thank you for your input. The car is competitive as classed.
3. #3029 (Joel Lipperini) Reduce weight of the Kia Forte Koup and Sedan SX (2010-) in SSC
Thank you for your input. The car needs to be run before adjustments will be considered.
4. #3033 (Joel Lipperini) Reclassify the Toyota Celica GTS from SSC to SSB
Thank you for your input. See the November Fastrack (#2997).

SPORT RACING

SRF

1. #2881 (Rick Henschel) Correction
Although section GCR 9.3.32 Lights has requirements for cars and equipment, the SRF specifications in 9.1.9.C.23.I covers specific requirements for SRF and overrides the general specification in 9.3.32. Thank you for your input.

TOURING

T1

1. #2242 (Chris Ingle) Reduce the weight of the Corvette LS3 to 3350
The car is competitive as classed.
2. #2310 (William Brinkop) Use of stock wheels on a T1 corvette
Wheel is larger than maximum allowed in class.
3. #2376 (Joe Aquilante) Extend Eligibility Of C5 Corvettes for 5 Years
Thank you for your input. C5s are eligible to run through 2013.
4. #2976 (Chris Ingle) Reduce the weight of the standard LS3 to 3350
See letter #2242.
5. #2999 (Joe Aquilante) Use Of Tire Warmers prior to race or qualifying
It is not possible to enforce a rule concerning competitor actions in the paddock.

6. #3000 (Joe Aquilante) move the Fearrai 430 To GT-2 where it belongs
Thank you for your input (see letter #3073 November Fastrack).
7. #3056 (John Buttermore) Allow alternate driveshaft couplers for Corvettes
Not within class philosophy.

T2

1. #2621 (Brett Mars) It will need a lot of help if you classify the 2011 Mustang GT
See letter #1306.
2. #2845 (Tony Rivera) Weight reduction for 370Z
Thank you for your input. See letter #2839.

T3

1. #2859 (Bill Steinhoff) Remove the restrictor from the non-HR 350z only
Thank you for your input. The car is competitive as classified.

PREVIOUSLY ADDRESSED

SHOWROOM STOCK

SSB

1. #2715 (Michael Dalton) Reduce the weight of the Solstice by 210 lbs.
Thank you for your input. See November Fastrack (#2992).

SSC

1. #3086 (Ali Naimi) Toyota Celica need additional weight
Thank you for your input. See November Fastrack (#2997).

TOURING

T3

1. #2057 (Bill Steinhoff) Remove restrictor plate from 350z
Thank you for your input. See November Fastrack (#2989).
2. #2071 (Kevin Fandozzi) Equalize the Cobalt with the Turbo cars
Thank you for your input. See September Fastrack (#2122).
3. #2147 (Rob Piekarczyk) Increase the size of inlet restrictor to 40mm
Thank you for your input. See November Fastrack (#2989).
4. #3016 (Bret Spaude) Reduce weight of Cobalt SS
Thank you for your input. See November Fastrack (#2986).

NO ACTION REQUIRED

GCR

1. #2458 (Jim Daniels) New Regional Class, one set of rules nationally
See letter 2456.
2. #2642 (Jeremy Grenier) Fuel cell enclosure question
The question is "what is an approved equivalent?" in 9.3.27.2.B, last sentence which reads: A minimum of .036 inch steel, .059 inch aluminum, or an approved equivalent is required for all vehicles." As stated in the first paragraph of 9.3.27, "All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum." Thus, any "approved equivalent" must be of metal other than the ones called out in 9.3.27.2.B. To gain approval of another metal, a specific proposal, demonstrating performance characteristics at least equal to the existing approved materials would be sent to the Club Racing Technical Department.
3. #2911 (Chris Howard) Door Bar clarification for IT, SS and Touring
The existing rule is adequate as written. Cutting into the B-pillar for door bar installation is not permitted. There is no evidence that a change is necessary.
4. #3217 (Robert Entriken Jr) Rename ST
The ST class will be disbanded for 2011 so the only use of "ST" will be for the Super Touring category.

FORMULA

FB

1. (Multiple) Clarification of Rules for Assisted Shifting Devices
Thank you for your input, please see *What Do You Think* section above.

GT

GT3

1. #2686 (Tim Mincey) Can a JDM Honda engine be used in any GT class?
The engine block may be used if it meets all critical dimensions, however, the cylinder head may not be used.
2. #2712/#3009/#3009 (Mike Cyphert/Mike Henderson/Jim Hargrove) GT3-2011 Probation
Thank you for your input. See letter #2952.

GTL

3. (Multiple) GTL weight and restrictor input
See Technical Bulletin 10-12 for revised GTL weight and restrictor assignments.
4. (Multiple) Radial tire input
Thank you for your input. Radial tires for 13 inch wheels will be available approximately second quarter 2011.

IMPROVED TOURING

1. #2813 (Charles Broring) Reevaluation of Weight of Older IT Cars
Thank you for your input.
2. #2815 (Raymond Blethen IV) IT Process Input
Thank you for your input.
3. #2816 (Raymond Blethen) Dual Classifications
Thank you for your suggestion. Dual classifications are not part of the IT strategy going forward.
4. #2822 (Kevin Fryer) Increase the weight of newer ITB cars
Thank you for your input. The Board of Directors has approved a rule change that will allow older listings to have their weights reevaluated.

SUPER TOURING

1. #654 (Charlie Clark) Consider these items
Thank you for your input. Rules changes have been made to accommodate some of these items.
2. #2435 (Chuck Davis) (Regarding STL rules proposal
Thank you for your input. Each item will receive consideration.
3. #2471 (Charles O'Toole) Input regarding proposed rules changes to ST
Thank you for your input. Your comments will be taken into consideration for further rules refinement
4. #2580 (Marc Hoover) ST category rule changes
Thank you for your input.
5. #2608 (Scott Peterson) August Fastrack STU and STL feedback
Non-USDM engines: Thank you for your input. See letter 2428.
Pop-up headlights: See section 9.1.4.C.4.
STL: Thank you for your input
6. #2651 (Jim Graffy) Additional class for SM cars
This has been addressed in the new rules.

STU

1. #2264 (Chris Childs) Classify RX7 Turbo for STU
The RX-7 is STU eligible using the appropriate turbo inlet restrictor (see 9.1.4.2.G.5).
2. #2777 (Ian Stewart) Slow Down Ex World Challenge cars
Thank you for your input

3. #2938 (Greg Amy) Request alternate OEM brakes
This modification is not allowed for 2011. The class will be monitored.

STL

1. #2865 (Gregg Ginsberg) Do NOT approve STL
Thank you for your input
2. #2946 (Jason Isley) Support STL Class
Thank you for your input
3. #3155 (Philip Royle) Make STL a National class
Thank you for your input

PRODUCTION

1. #2352 (Kevin Allen) Reinstate GP I am requesting that G Production be reinstated.
Not consistent with current BoD direction.

EP

1. #3082 (Mark Brakke) Weight reduction rule interpretation - Mini Cooper sedan and convertible
It is permitted to update and backdate within a specification line, so it is permitted to combine parts from two body styles.

FP

1. #2910 (Chris Howard) Ban radials in GTL, FP and HP
Performance will be monitored as radial tires become more mainstream.
2. #3013 (Eric Prill) FP Class Parity
The F Production class is very competitive. The class will continue to be monitored.

HP

1. #1781 (Jason Isley) Please allow alternate TB/intake To eliminate throttle by wire
The request has been withdrawn. The requestor will continue to use the stock throttle body for now.
2. #3090 (Gus Chofre) reinstate Fiat 850 Spyder to National Racing Status
This car was reinstated during 2010. See the current GCR.

SHOWROOM STOCK

1. #3006 (Bert Gingrich) What Classification is my car in?
The Subaru Legacy 2.5i is classed in T3.

SSC

1. #2839 (Mark McCaughey) 00-05 Celica GTS - Leave at current weight.
Thank you for your input.

TOURING

1. (Multiple) Allow Open Brake-Ducts in Touring
Thank you for your input. This change was approved for 2011.
2. (Multiple) Oppose after market springs and sway bars
Thank you for your input. This recommendation was withdrawn by the CRB.
3. #2302 (Aaron Stehly) Support for proposed (open springs and anti roll bars) rule chang
Thank you for your input. This recommendation was withdrawn by the CRB.

ST

1. #2483 (Roger Stark) Allow 2008-2010 Viper in ST
Thank you for your input. The Touring ST class will be deleted in 2011. The cars are classed in STO.

T1

1. #2936 (John Buttermore) Please Disregard T1 Runoffs Trap Speeds in relation to competition adjustments
Thank you for your input.

T2

1. #1931 (Brett Mars) Severe tire wear issues
Thank you for your input. See letter #3018.

T3

1. #2547 (Robert R. Hines) Extend 2.5 rule for 3 more years
Thank you for your input. T3 continues to be a National class in 2011.
2. #3030 (Joel Lipperini) Please don't add weight to the s2000 in T3
Thank you for your input.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: November 22, 2010

NUMBER: TB 10-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/10 unless otherwise noted.

GCR

1. #3207 (Carolyn Kujala) Use of 2" shoulder belts with HANS
In 9.3.19.A, second bullet item and 9.3.19.B, second bullet item, insert after "HANS® device" "*or Safety Solutions Head Restraint systems*"
2. #3292 (CRB) Corrections to roll cage tubing sizes
In 9.4.F.2, replace "1.625 x .120" with "*2.00 x 0.80*" and delete "If the tubing diameter used is at least .250 inch above the minimum diameter required, based on vehicle weight, the minimum wall thickness may be .080 inch."

In 9.4.5.E.4.b, delete "or 1.625 x .120" and add "*or 2.00 x .080*" to end of Over 2699 lbs list.
3. #3293 (CRB) Runoffs Qualification
Replace GCR Sections 3.9.2.A.1 and 3.9.2.A.2 with the following:
 1. *The driver must start at least 4 National races, two of which must be in the driver's Division of record, and finish at least 4 National races, regardless of Division, in the current race season.*
 2. *The driver must satisfy one of the following requirements:*
 - a. *Finish in the top three in class for their Divisional Championship (3.9.1).*
 - b. *Finish in the top 50% in the National Point Standings (3.9.3) for their class.*
Example: If 100 drivers score points in a class in the current race season, the top 50 will receive an invitation.
 - c. *Score enough class points in the current year National Points Standings to have placed in the top 50% in the previous year's National Points Standings for their class.*
Example: If 100 drivers scored points in a class in the previous race season, with the 50th place driver having scored 35 points, then any driver who scores 35 points or more in their class in the current race season will receive an invitation.

Add a new section to define National Point Standings

3.9.3 National Point Standings

National Point Standings will be compiled for each National Class. The National Point Standings assigns base points on the same schedule as the Divisional Championships (3.9.1.B) and adds one point, up to a maximum of 10, for each car that a driver finishes ahead of in the final results. A driver's best seven points races in the same class count in the National Point Standings regardless of the Division in which the points were earned.

4. #3300 (CRB) Correct cage welding requirements
In 9.4.G.4 and 9.4.5.E.6 replace "~~Alloy steel must be normalized after welding.~~" with "*Procedures for welding alloy steel shall be in accordance with accepted industry practice.*"
5. #3301 (CRB) Update 9.1.12
In 9.1.12, Note 2, update as follows: "~~For the purposes of this section, F3 and Spec Miata shall be considered new classes from 2006, and STO, and STU, FE and Formula 1000~~ *shall be considered new classes* from 2007."

Formula

FB

1. #3102 (Brandon Dixon) FB cars should be permitted differentials
Mr. Dixon is correct. The following corrects an omission in the original FB specification:

In 9.1.1.H.8, add a new section as follows: "*F. Any open, limited-slip, or locking differential is permitted. Electronic control of the differential is prohibited. A solid axle or spool is permitted.*"

Grand Touring

GT3

1. #2013 (Robert Warkocki) Reduce the Weight of 13B streetport by 120lbs.
In 9.1.2, GT3, Mazda engines, 13B Street Port, change weight from 2250 to **2130**.
2. #2724 (Chris Howard) Allow EP spec engine in GT3
In 9.1.2, GT3, Mazda engine BP, change "~~34mm SIR~~" to "**Unrestricted**".
3. #2952 (Mike Cyphert) Request for Alternative Specification (32mm chokes at 2195 lbs)
In 9.1.2, GT3, Nissan KA24E engine, add to Notes: "**For 2011-2012 only, may use 32mm chokes at 2280 lbs.**"

The CRB and the GT advisory committee discussed this issue at great length. We have jointly concluded that to assist the GT3 community in retaining National status (GT3 is on probation in 2011), this allowance would be made on a temporary basis. There will be no such concession made beyond 2012. To continue beyond 2012, these engines must be run with the specified SIR. In addition, the performance of cars running these engines will be monitored carefully. If the CRB deems it necessary to further restrict these engines in the interest of class parity, we will do so as necessary.

4. #3042 (CRB) Remove restrictor from Acura B18B engine
In 9.1.2, GT3, Acura engine B18B, change "~~34mm SIR~~" to "**Unrestricted**".

GTL

1. #2821 (Tony Rivera) Allow streetport 13B w/ 24mm SIR
In 9.1.2, GTL, Mazda engines, add: **13B/Street Port///24mm SIR/1950**.
2. (Multiple) Weights and SIR sizing.

In response to member input, the GTL table of restrictors and weights published in the September Fastrack has been modified by adding 50 pounds to each restricted engine. In addition, the weight of each unrestricted engine has been reduced by 50 pounds. The Mazda 12A will retain its current restrictor at an additional 50 pounds.

3-4-5 Valve Restricted				2 Valve Crossflow Restricted				2 Valve Non-crossflow Restricted			
Engine	Disp.	SIR Size	Weight	Engine	Disp.	SIR Size	Weight	Engine	Disp.	SIR Size	Weight
Suzuki	1299	23	1800	AMC	1397	24.5	1850	Nissan a14	1397	25	1850
Honda en	1335	23	1820	Nissan e15	1488	24.5	1895	BLMI	1399	25	1850
Honda ew	1342	23	1820	Mazda	1490	24.5	1895	Fiat	1438	25	1870
Honda ew	1488	23	1895	VW air cooled	1493	24.5	1895	Toyota	1452	25	1875
Honda d15	1493	23	1895	Saab	1496	24.5	1900	VW	1457	25	1880
Honda fit	1497	23	1900	Alfa	1508	24.5	1905	VW	1471	25	1885
Toyota 4ag	1587	23	1945	Lotus	1558	24.5	1930	Toyota 5k	1486	25	1895
Honda d16	1590	23	1945	Alfa	1570	24.5	1935	Nissan a15	1488	25	1895
Honda d16a	1590	23	1945	BMW	1573	24.5	1935	BLMI	1493	25	1895
Honda b16a	1595	23	1950	VW air cooled	1584	24.5	1940	Fiat	1498	25	1900
Nissan sr16ve	1596	23	1950	Toyota 2tc	1588	24.5	1945	Ford	1499	25	1900
Ford	1597	23	1950	Fiat	1592	24.5	1945	Toyota 4a-c/l/lc	1587	25	1945
Mazda	1597	23	1950	Dodge	1597	24.5	1950	VW	1588	25	1945
Nissan ga16	1597	23	1950	Mazda	1597	24.5	1950	Nissan l16	1595	25	1950
BLMI W10B16	1598	23	1950	Nissan e16	1597	24.5	1950	VW	1715	24.5	2010
Toyota 7afe	1762	22.5	2030	Ford	1598	24.5	1950	Nissan l18	1770	24.5	2035
Nissan qg18dDe	1769	22.5	2035	Ford	1598	24.5	1950	VW	1780	24.5	2040
VW	1780	22.5	2040	Fiat	1608	24.5	1955	Dodge	1781	24.5	2040
VW 058/06a/06b	1780	22.5	2040	VW air cooled	1679	24	1990	Opel	1897	24.5	2100
Toyota 1zz	1794	22.5	2045	Porsche	1679	24	1990	2 V Non-crossflow Unrestricted			
Ford zetec	1796	22.5	2050	Saab	1696	24	2000				
Toyota 2zz	1796	22.5	2050	Dodge	1715	24	2010	Engine	Disp.	Weight	
Honda b18	1797	22.5	2050	Fiat	1756	24	2030	BLMI	948	1160	
Nissan mr18de	1797	22.5	2050	Lancia	1756	24	2030	BLMI	970	1186	
Nissan ca18de	1809	22.5	2055	Toyota 3tc	1770	24	2035	BLMI	1071	1281	
Honda b18+	1834	22.5	2065	Alfa	1779	24	2040	BLMI	1098	1330	
Ford	1839	22.5	2070	Porsche	1795	24	2050	Fiat	1116	1367	
Mazda	1839	22.5	2070	VW	1795	24	2050	BLMI	1147	1530	

Missan ca18	1809	24	2055	Toyota 3k	1166	1610
Mazda 12A		27	2000	Nissan a12	1171	1548
2 Valve Crossflow Unrestricted				Ford	1198	1548
Engine	Disp.	Weight		Nissan a12a	1237	1643
Alfa	1130	1605		Nissan a12a/a14 blk	1237	1666
Honda eb	1170	1590		Nissan a12+	1244	1588
Subaru	1189	1543		Subaru	1267	1674
Honda eb	1237	1676		BLMI	1275	1519
Mazda	1272	1680		VW siamese port	1285	1519
AMC	1289	1662		VW dual port	1285	1614
Alfa	1290	1605		Nissan a13	1288	1719
Mazda	1296	1643		Fiat	1290	1595
Alfa	1357	1605		Fiat 1.3w/1.5 blk	1290	1620
				Toyota 4k	1290	1643
				BLMI	1296	1680
				Ford	1297	1548
				Nissan a12a/a14 blk+	1311	1683
				Nissan a12a+	1311	1706
				Nissan a13+	1368	1759
				BLMI	1380	1598

3. #3262 (CRB) Clarify GTL wing rule

Clarify 9.1.2.F.b.14.e by modifying as follows:

E. Cars with a *wagonback/notchback/hatchback* style body must have the entire wing positioned between 6.0 and 28.0 inches of the rearmost bodywork as measured along the vehicle longitudinal centerline, and a maximum of 4.0 inches above the highest point of the roof. *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.

Improved Touring

ITA

- #3178/#3182 (Darren Murdock/Matt Downing) Question about recent weight reduction to similar cars
To be consistent with the other mechanically identical cars adjusted in the October Fastrack, the following adjustment is made:
In 9.1.3, ITA, Honda Civic EX Coupe/Sedan VTEC (92-95), change the weight from ~~2305~~ to **2270**.

ITS

- #2802 (CRB) Revisit '06 Honda Civic Si classification
The Honda CivicSi (2006) was classed in ITR in the October Fastrack, effective 1/1/11, but member input makes it clear that it will not be able to achieve the recommended weight in ITR. Instead, classify the Honda CivicSi (2006) in *ITS* at **3000** lbs.

Super Touring

- #3234 (Christopher Childs) Adjust weight 12A weight in STL
In 9.1.4.3.G.2, make the following adjustment: "The Mazda 12A is permitted at ~~2600~~ **2535** lbs; porting is not permitted."
- #3268 (CRB) Correct error in weight table
In 9.1.4.2.G, correct first entry in table. Weight for 1600 cc should be **1760**, not ~~1600~~.

STO

- #2827 (Will Haney) Follow up to letter 1210 (Ferrari Challenge)
In 9.1.4.1.H, classification table, Ferrari 430 Challenge, add to the Notes: "**19 inch Ferrari Challenge wheels as delivered from factory permitted.**"
- #3222 (CRB) Weight change for Ferrari 430 Challenge
In 9.1.4.1.H, change Ferrari 430 Challenge minimum weight from ~~2880~~ to **3050**.

STU

- #2100 (Earl Richards) Allow all IT prepared cars to run in STU
In response to the BoD decision that STL be accepted as a Regional class, modify 9.1.4, second bullet item as follows:

- GCR listed IT cars, **1985 and newer**, under their current IT specifications. Cars shall compete **in STU**. ~~as follows: 3001cc and above are eligible for STO. 2001cc through 3000cc are eligible for STU. Cars 2000cc and below are eligible for STL.~~

2. #2360 (Rob May) Allow the E36 M3 in STU
In 9.1.4.3.H, add to table: **BMW E36 M3 (95-99) at 3200 lbs. Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.**

Production

EP

1. #3205 (Jesse Prather) Wheel sizes
In 9.1.5, EP, delete redundant wheel sizes for the following cars because a larger size is listed:

BMW Z3 2.8L (97-00) - ~~46x7~~
Honda S2000 (00-03) - ~~46x7.5~~
Mazda MX-5 (06-09) - ~~46x7~~
2. #3131 (Aaron Downey) Allow 40mm Chokes on 12a Rotary
In 9.1.5, EP, Mazda RX-2 and Mazda RX-3 & 3SP (72-78), change choke sizes from ~~38mm~~ to **40mm**.

HP

1. #3085 (Jason Isley) Correct max track width spec
In 9.1.5, HP, Toyota Yaris (06-09), correct track specifications from "~~57.9/57.5~~" to "**62.1/61.7**".
2. #3203 (CRB) H Production adjustments
In 9.1.5, HP, Alfa Romeo (all), change weight from ~~2430~~ to **2080**.

In 9.1.5, HP, Austin-Healey Sprite, 948cc engine only, change weight from ~~4550~~ to **1500**.

In 9.1.5, HP, Triumph Spitfire MK.I & II, change weight from ~~4720~~ to **1780**.

American Sedan

1. #3072 (CRB) Alternate brake disc manufacturing tolerance
In all spec lines that allow the alternate brake disc size 12.2 x ~~4.25~~, change to 12.2 x **1.27** to account for manufacturing tolerances.
2. #3260 (CRB) Changes needed to implement new cage requirements
In 9.1.6.D.9.a, make the following changes to be consistent with the newly approved 9.1.6.D.8: "Original door hinges and safety intrusion beam ~~and remainder of door structure~~ shall be retained ~~except for inner door sheet metal, which may be modified or removed~~. Doors may be pinned, not bolted, for safety. ~~All door glass and winding mechanism may be removed.~~

Showroom Stock

1. #3074 (CRB) Remove timed-out cars
In 9.1.7, SSC, delete ~~Chrysler Neon ACR SOHC (4 door) (95-99) and Chrysler Neon ACR DOHC Coupe (95-99)~~ effective 1/1/2011. [The current limitation on SS cars is 12 years; the last model year eligible in 2011 is 2000.]
2. #3283 (CRB) Years of eligibility for SS cars
In 9.1.7.B, after the first sentence, restore the following language unintentionally omitted beginning in 2009: "**Cars will be eligible for competition from the time they are classified until the end of the twelfth calendar year of competition of the latest model year listed on the specification line.**"

SSC

1. #2330 (Mark McCaughey) Correct Spec Notes 00-05 Celica GTS
In 9.1.7, SSC, Toyota Celica GTS (00-05), correct Notes by deleting: "~~Ride height specifications as follows: Front spring perch: top most position. Rear spring perch: 1 inch from the bottom most thread on the strut.~~"
2. #3034 (Joel Lipperini) Add model years 2005-2008 Hyundai Tiburon in SSC and reduce weight
In 9.1.7, SSC, Hyundai Tiburon V-6 (~~03-04~~), change the model years to (~~03-08~~).

A weight reduction is not recommended at this time.

Spec Miata

None.

Sports Racing

None.

Touring

T2

1. #1306 (Brett Mars) Put the 2011 Mustang GT on the same line as the 2005 and up.
In 9.1.10, Ford Mustang Coupe GT & Shelby GT (05-09), change model years to (05-~~11~~).
2. #2444 (John Baldwin) Add tire size 275/40 for 05-07 Subaru STi
In 9.1.10, T2, Subaru Impreza WRX STi (03-07), change tire size from ~~235/45~~ to **275/40**.
3. #2837 (Richard Kulach) adjustments for T2 370Z
TB: In 9.1.10, T2, Nissan 370Z (09-10), change the front tire size from ~~245/40~~ to **275/30**.

A weight reduction is not recommended at this time.

Brake ducts – a recently approved rule change allows all Touring cars to install brake cooling ducts.

T3

1. #2378 (Michael Jones) wheel size
In 9.1.10, T3, Subaru Impreza WRX (02-07), correct the wheel size from ~~16 x 6.5 (F&R)~~ to **16 x 8 (F&R)**.
2. #2850 (Jim Leithauser) Request for help
In 9.1.10, T3, BMW Z4 3.0si Coupe (07-08), change weight from ~~3500~~ to **3400**.

SOLO EVENTS BOARD

SEB MINUTES | Oct. 27, 2010

The Solo Events Board met by conference call October 27th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; BOD members Dick Patullo and John Sheridan; Doug Gill, Nancy Downing, Brian Harmer and Ryan Miles of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

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

GENERAL

- In addition to those items reflected elsewhere in these and last month's minutes, the following member items regarding General and Event Operations matters have been reviewed by the EOC and SEB: #'s 2011, 2016, 2017, 2051, 2273, 2293, 2295, 2454, 2462, 2468, 2562, 2563, 2572, 2666. The SEB and EOC thank these members for their input.

DIVISIONAL POSITIONS

- The Midwest and Great Lakes Divisions are going to have vacancies in the Divisional Solo Events Steward position. This position is discussed in Solo Rules Introductory Section I.3. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.

STOCK

- A vacancy is anticipated on the SAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- In addition to those items reflected elsewhere and in last month's minutes, the following member items regarding Stock category matters have been reviewed by the SAC and SEB: #2316. The SEB and SAC thank this member for his input.

STREET TOURING

- The BOD has directed the SEB to further discuss the proposal to delete 14.2.F. The proposal has been referred back to the STAC.
- In addition to those items reflected elsewhere in these and last month's minutes, the following member items regarding Street Touring category matters have been reviewed by the STAC and SEB: #'s 2188, 2201, 2481, 2496. The SEB and STAC thank these members for their input.

STREET PREPARED

- Vacancies are anticipated on the SPAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- Per the SPAC, the following class listing change proposal is being presented for member review and comment:
 - Move from CSP to DSP:
Datsun Roadster (1500, 1600, & 2000)

PREPARED

- Per the PAC, the following rule change proposals are being presented for member review and comment:
 - Add the following to Appendix A for Prepared Class C:
"Stock front subframes attached by removable fasteners may be modified and/or replaced without penalty, as long as the modified/replaced subframe meets all requirements specified in Section 17, with the exception of 17.2.D."
(ref. #2687) Comment: The intent of this proposal is to allow the use of commonly available bolt-on front subframes (commonly referred to as K-members) without penalty.
 - Change the weight formulas in Appendix A, Prepared Class D to read as follows:
*"Weight formulas (lbs):
Engines with displacement less than or equal to 1667cc:
1.06 x displacement (cc)
Engines with displacement greater than 1667cc:
0.91 x displacement (cc) plus 250 lbs"*
(ref. #2733) Comment: The purpose of this proposal is to help increase participation in DP. The proposed 4% minimum

weight reduction better aligns the weight of DP cars with their CSP equivalents. It also brings DP weights in closer alignment with E Production listings in the GCR, which would facilitate the future addition of E Production Limited Prep vehicles to DP.

- Change 17.4, subsections H and J, to read as follows:

H. For class EP, wheels up to 7" in width are allowed with no penalty.

- 1. Wheels greater than 7", and up to 10" in width will receive a 75 lb. penalty.*
- 2. Wheels greater than 10" wide will receive a 150 lb. penalty.*

J. For classes DP and FP, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty.

(ref. #2734) Comment: This proposal eliminates the penalty in DP for wheels up to 10" wide, and reduced the penalty for wheels wider than 10". The intended purpose of this proposal is to provide a smoother migration path from CSP to DP and address the issue that new tire development is increasingly focused on wider wheels.

MODIFIED

- The MAC and SEB are aware of the ongoing CRB and BOD discussions regarding legalizing 600cc motorcycle engines in Club Racing's F500 class, and of member concern about the potential effects of this action on the Solo F Modified class. The committee and SEB will be prepared to address such concerns if and when GCR changes to F500 are finalized. (ref. #2065, 2804, 2834)
- Per the MAC, the following rule change proposal is presented for member review and comment:
 - In Appendix A under MODIFIED CLASS B (BM) change subsection F to read as follows:

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current GCR with the following Solo allowances:

 - 1) Wings front and rear shall not exceed sports racer maximum aero height.*
 - 2) Front wings shall not exceed overall front width as measured at the tires, and width of rear wings shall not exceed 43.33". Vertical Gurney flaps on endplates are not included in these widths.*
 - 3) Sidepod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).*
 - 4) Ground sealing is permitted on cars 66" or wider at the rear tires and which also meet a weight of 1180#.*

Also change the last sentence of subsection H to read: "All cars must prepare to Formula Atlantic aerodynamic rules as specified in F." (ref #2660, 2706, 2719)

- In addition to those items reflected elsewhere in these and last month's minutes, the following member item regarding Modified category matters has been reviewed by the MAC and SEB: #'s 2231. The SEB and MAC thank this member for his input.

FORMULA JUNIOR / F125

- A vacancy is anticipated on the KAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.

NOT RECOMMENDED

- OE Roll bar removal in Stock (ref. #2402) The SAC feels it is not appropriate to allow such a modification in the Stock category.
- Colt Turbo listing in ST (ref. #2639) The STAC feels this car is appropriately classed.
- Corvette classing in ST (ref. #2731) The STAC does not feel this addition would be consistent with class philosophy.
- Fender liner removal in ST (ref. #2858) The STAC believes this change would not be consistent with category philosophy.
- 2nd-generation MR2 Turbo classing in STR (ref. #2960, 3032) The STAC feels the addition of this car would not be consistent with class philosophy.
- Methanol injection in SP (ref. #2254) This is not felt to be consistent with category philosophy.
- Honda Civic Si move to FSP (ref. #2379) Per the SPAC, the car is appropriately classed in DSP.
- CRX/Civic listings in GP (ref #2498) Per the PAC, the Limited Prep classing for GP is based on specifications developed over an extended period of time by the Club Racing Board, who saw fit to keep the CRX and Civic listing separated. The PAC is concerned about the possible unintended consequences of combining these listings, as sees no compelling reason

to do so at this time.

- GP Limited-prep competitive adjustments (ref. #2694) Per the PAC, after thorough review of GP results from the 2010 Solo Nationals, the committee doesn't see any compelling evidence of dominance by the Limited Prep cars. Other than a 2 second margin of victory by the winning driver, times and placings appear to be well distributed between "new" and "old" GP cars. It's also worth noting that other Solo champions had similar winning margins (e.g. Mike Maier in CP), which indicates the GP winner may have simply driven very well.

The PAC recommends monitoring the situation in GP, to watch for the development of a statistically significant trend of dominance by Limited Prep cars.

- EP/DP classing changes (ref. #2717) After considerable discussion, the PAC feels the RWD cars currently classed in EP are a better fit in their current class than they would be in DP. The PAC continues to monitor the relative competitiveness of various vehicles in EP.
- Yaris reclassification to GP (ref. #2808) After considerable discussion, the PAC is not in favor of classing the Toyota Yaris or other current vehicles in GP, due to the wide disparity in technology between the Yaris and every other car currently classed in GP. Thus far, the CRB has chosen to class three current vehicles in H Production Limited Prep - the Toyota Yaris, Honda Fit, and Mini Cooper. Only a single Yaris was present at the 2010 Club Racing Runoffs, so there isn't much data available to verify the validity of the GCR listings for these vehicles in a road racing setting, let alone determine they are a good fit for competition with current GP Solo cars. It's important to note that classing the Yaris in GP wouldn't be a re-classification, it would be a new listing, as the Yaris would be a Limited Prep vehicle in GP, subject to a different set of allowances than those available in EP. Therefore, the Yaris, Fit, and/or Mini Cooper could be added to GP under Limited Prep rules at any time in the future, as sufficient data is available to better evaluate competitiveness as compared to current GP cars.
- V8 S10 in CP (ref. #2998) Per the Pac, since the S10 was never manufactured with a V8 engine, allowing a V8 swap for the vehicle would require modifying the CP rule that requires engine swaps to have the same number of cylinders as the OE engine. The PAC feels that such a loosening of the engine swap rules would have significant unintended consequences.
- FJ Minimum weights (ref. #1628). The KAC feels that in FJB the only fair thing to do is set a weight based on average weight for kids in this age group. Unfortunately the lighter drivers may need as much as 50 lbs. or more to make weight, like it or not. As far as strength goes, there is no way of determining how much strength a driver has. Therefore, we can't realistically adjust weight for these situations. Many underweight Junior drivers have already dealt with this same problem in the past, so it is not insurmountable.

TECH BULLETINS

1. Event Operations: The following clarification is being made to the recently-approved Section 7.9.2: Change the second sentence to read as follows: "If the competitor stops, he or she must proceed *per Section 7.4*, and will then be granted a rerun." (ref. #2267)
2. Event Operations: The former second paragraph of 7.9.2 was inadvertently omitted from the published proposal and is intended to remain in that section. It should read as follows: "Reruns for displaced or downed cones after the timing finish line will only be given at the discretion of the Chief Steward."
3. Event Operations: The first sentence of the new 7.4 is clarified to read "Reruns will be granted only for timing failure, object on the course, *red flag*, or for other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car." (ref. #2405, #2638)
4. Per the SAC, the Neon listings in GS are clarified to read as follows (ref #2436):
 - Chrysler Neon ('95-'99) N/A
 - Dodge Neon ('95-'99) N/A
 - Plymouth Neon ('95-'99) N/A
5. Per the SAC, the following new listings, effective immediately upon publication, are added to Appendix A:

Cadillac XLR	AS (ref. #2866)
Chevrolet Cruze	HS (ref. #2867)
Volkswagen Golf TDI	HS (ref. #3025)
Honda CR-Z (2011)	HS (ref. #3026, 3192, 3201, 3204, 3206, 3232)
6. Per the SAC, the VW Jetta listing in HS is change for clarification from "Jetta (1.9L TDI) (2005-06)" to the following:
Volkswagen Jetta TDI (2005-06, 2009-11) (ref. #2915)
7. Per the STAC, the following clarification is provided: Add a new third sentence to 14.7 which reads: "*This does not authorize the cutting of holes to route the bar or links.*" (ref #2714)
8. Per the SPAC, the following new listings, effective immediately upon publication, are added to Appendix A:

Infiniti G20	FSP (ref. #2280)
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Ford Mustang S-197 ('05-'11)	ESP (ref. #1732)
Chevrolet Camaro ('10-'11)	ESP
Dodge Charger ('06-'10)	ESP
Dodge Challenger ('08-'10)	ESP

9. Per the SPAC, 15.2.C permits more than one transverse lower suspension brace, but those braces may not be connected to each other (ref. #2505)
10. Per the SPAC, in the previously-published clarification to 15.2.I.1 regarding splitters, the reference to the front of the car means the leading edge of the front bumper. (ref. #2551)
11. Per the SPAC, 15.7 specifically disallows cutting of holes to route a sway bar or links. The SPAC also feels that the language of the rulebook does not preclude the sway bar from being routed through the passenger compartment. Method of attachment is unrestricted and does not put limits on the bar's location or method of attachment. (ref. #2939, 10-273)
12. Per the SPAC, as to the replacement of a concentric shock/spring combination where the spring is actually seated on a control arm, the committee feels that this is not legal per 15.8.A, as it would be changing the spring attachment point. (ref. #2939, 10-273)
13. Errors and Omissions, SP: The listing for the Kia Forte Koup is mistakenly in ESP, due to a typo in the original Fastrack publication of its initial classification. The car should be listed in DSP. (ref. #2942)
14. Errors and Omissions, SP: The following previously-withdrawn item was inadvertently left in the list of changes which were sent to the BOD: move the Honda Civic/CRX ('84-'87) from CSP to DSP.
15. Formula 125: The following correction, per the KAC, is being made to the 19.1.D.2 changes recently approved for 2011 by the BOD: 19.1.D.2.b should read as follows: "Cylinder Head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc as measured with a LAD tool. Marvel Mystery Oil is the required fluid."
16. Errors and Omissions: The following item was approved for 2010 but inadvertently omitted from the rule book: Under "Formula Junior Class B" add as follows:

"19.2.A.2.b.4.B Restrictor: A specific restrictor must be installed in the intake manifold at the carburetor attachment location. The restrictor has a center hole of 0.475 inch. Contact the SCCA Solo Competition Manager's office to obtain a restrictor."

Restrictors for the Briggs World Formula, and device dimensions, are available through the SCCA Solo Competition Manager's office at SCCA's Headquarters. Note that mention of the required use of a specific restrictor for that engine in the FJB class was an omission from the 2009 rule book, page 270. Use of the World Formula engine in FJB is not legal without the restrictor. The guide for use of the restrictor will be available online in the 'Solo Cars and Rules' section with the Formula Junior (Karting) Guidelines."

RALLYCROSS BOARD

RXB MINUTES | November 8, 2010

The RallyCross Board (RXB) met via conference call November 8. Attending were Bob Ricker, Chairman, Brent Blakely, Karl Sealander, Ken Cashion, Warren Elliott, and Stephen Hyatt. Also in attendance was Pego Mack from the National Office.

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

Chairman Ricker called the meeting to order at 8:03pm CST.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): None
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that he has been monitoring the RallyCross forums where the issue of a Modified Rear Wheel Drive class is being discussed. He thought this would be one of the rules issues, along with radiator changes in the Prepared classes, which the Rules Committee would address in 2011.

Old Business

1. Annual RallyCross Award (Brent Blakely): Brent Blakely reported that no suggestions have been given at the forum discussion that he started to solicit a possible name for the new award. The RXB discussed at length the naming and possible recipients for 2010, but decided to table a final decision until next month's meeting.
2. E-Blast (Stephen Hyatt): Stephen Hyatt has contacted Rick Myers at the SCCA and coordinated the RallyCross E-Blast. Information on an event in New Jersey is in the upcoming E-Blast. Future E-Blasts will be issued without the need for direct National office coordination.
3. Standardized Supplemental Regulations for National events: The RXB decided that the newly formed National Championship Committee will formulate a standardized set of Supplemental Regulations for all National events. This standardization should be completed for the 2011 events.
4. Rocky Mountain Divisional Steward: The RXB discussed possible candidates and tabled a final decision until the next RXB meeting.
5. SCCA RallyCross/Rally America Rally Cross name similarity: The SCCA National office will contact and meet with Rally America officials to discuss the name similarities and possible solutions.

New Business

Miata with roll cage: The RXB received a rules exception request for a Miata with a roll cage but no hardtop. After some discussion of the current rules and the potential hazards in allowing a car to run without its hardtop, even with a roll cage, the RXB decided that a rules exception should not be granted in this case. No further action will be taken in this case since the request was previously addressed through email correspondence.

The meeting was adjourned at 9:05pm CST.

Next meeting: December 13, 2010

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

RRB MINUTES | Nov. 11, 2010

The *RoadRally* Board (RRB) met via conference call on Thursday, November 11, 2010.
(November 1st RRB Meeting was postponed due to phone problems at SCCA Headquarters.)

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

Chairman Wakemen called the meeting to order at 7:45 pm CST.
The Final October 4, 2010 RRB Minutes were approved.

Proceedings

1. Rally Liaison updates

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

2011 Rallies / Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

Arizona - Desert Sands NC (Feb 26 – tentative

Arizona - Gullible's Travails NC (Feb 27) – tentative

Oktoberally, NC (Sept 17) - tentative

Badger Trails, NT (Sept 18) - tentative

2. 2011

Wakemen wants the RRB to focus on the Regional Program stating: without the Regional program there will be no National program.

Ames suggested the need for articles in 'Lead Car' on Rally Schools etc.

Pego reminded that the RRB needs to support the Regional program as well as the National program. Pego also asked for 2011 Rally events from the Regions/Nationals for the Sports Car Calendar.

3. USRRC Comments

Wakemen reported that it was well attended and well received. Johnson commented on the difficult checkpoint locations near the end of the Tour/Monte Carlo rally. English asked for comments on the level of difficulty on the Course Event... to help plan the Course event at the 2011 USRRC in California. Ames commented on not having problems following the course. Van Vleet recommended not having multiple traps per leg or just having one trap per leg.

4. Sponsors

Discussion: Pego reported Sponsors are more likely to be interested in Sponsoring Regional GTA events than a National event. They would also like a runoff/year-end event, which neither Regionals nor Nationals have currently. And also would like a high number of cars at a sponsored event. Opposing statement was that an un-timed GTA Rally is not really a specific rally.

Lanz expected the Publicity Committee to come up with ideas on Regional interests. It was pointed out that any committee can be formed at anytime for anything.

5. Championship Category move request

Discussion: A request was made by a competitor to be moved up one category in the points standing so he could be with his team partner. Currently they are a team running together, but are listed in two different categories for year end Championship points due to Lifetime Points categories. The majority of the RRB did not agree with the request, mainly due to the fact points have to be earned and the Lifetime points are awarded to each individual and not as a team. The request was denied.

6. New Lifetime Points Category

Discussion: A new Lifetime Points (LTP) proposal was made by the LTP keeper to add a new class called Great Great Grand Master for competitors who achieve 800+ lifetime points.

Johnson commented; do we want need another category, adding more awards at the end of the year? Can we do this without adding another Championship category?

LTP are separate from the Championship. Other comments were that the Lifetime Points and the keeping of LTP's were not a

RRB rule/function and is totally outside of the RRB. But the LTP's are used as a base to categorize the Championship Year End categories and awards.

After much discussion, the RRB supports the Lifetime Points keeper proposal to add the Great Great Grand Master category for LTP's ONLY. English will follow up with an email to the Lifetime Points Keeper, Dave Teter to confirm the approval from the RRB.

7. Car Rentals

Discussion: Article 10.E Entry Requirements/Car Registration states: "Each entrant must certify that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the owner's permission." Johnson feels that competitors who rally in rental cars are in violation of this rule. Johnson made a motion to change Article 10.E to read: "Each entrant must certify that the car entered is on the road legally." (eliminating the rest of the sentence) English second the motion and the motion passed.

8. Car Insurance

Discussion: Article 10.A.2 Entry Requirements/Entry Form states: "The following statement must appear on the entry form and be signed by the driver "The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000/\$40,000/\$10,000 is in force for each vehicle entered."" Johnson reported that not all states have Insurance requirements, New Hampshire being one of them.

Another suggestion was to change the "\$20/\$40/\$10" to "State minimum or the minimum required by law in the state in which the car is registered" instead.

Each owner/entrant must have a valid registration in their state.

Article 14.C Insurance/Competitor Insurance Requirement would also be affected. As well as Appendix A Safety Inspection of the RFO's which references \$20/\$40/\$10.

Johnson opposed changing the "\$20/\$40/\$10" to "State minimum".

After much more discussion, Lanz made a motion to table this discussion on Car Insurance until the December Meeting. English second the motion and the motion passed. Pego will check again with Pete/SCCA Legal Department before the December Meeting.

9. Convention

Discussion: Wakemen will do The Strategic Plan (STRAP) and must be submitted to the BOD in December.

Regional Awards and Divisional Awards were tabled until the December Meeting. Pego will send the RRB spreadsheets detailing Regional/Divisional events.

Ames nominated someone for the Robert Ridges Award and will be added to the list. The RRB would like to ask for nominations for the Robert Ridges Award from the rally community.

Old Business

NE Divisional Steward position had one volunteer. Wakemen made a motion to nominate Steve McKelvie to replace Ted Goddard. English second the motion and the motion passed. The BOD needs to approve this in their December meeting.

New Business

Bruce Gezon's 2-Tier proposal was tabled until December meeting.

Next meeting

Monday, December 6, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:41 pm CST. (Lanz/English)

Submitted by Lois Van Vleet, RRB Secretary.

Notes taken at the USRRC Town Hall Meeting on 23-Oct-2010

All board members were in attendance at the USRRC for the town hall meeting Saturday night after the Tour Rally. Listed below are the concerns/comments/suggestions heard and will be discuss further:

- NE Divisional Safety Steward position opening.

- The next Town Hall Meeting will be at the SCCA Convention in Las Vegas.
- Lifetime Points on National GTA's – To be kept separate and on a temporary/trial basis.
- GTA's – wide variety of style and type with no official rules to follow.
- RRR's will be printed (books) again for 2011. A suggestion to sell ad's to help pay for the printing of the RRR Books.
- 4 Regional Rallies were listed on the calendar the same weekend as the USRRC. If Regionals want National points, shouldn't they follow the National RRR's?
- Suggestion to have the USRRC be a stand-alone event, separate from the Championship Series. Having a Series Champion and a USRRC Champion.
- Other suggestion was to have the USRRC be the Premier Championship Event and eliminating the year-end series championship.
- Suggestion to put Curta's back into Class S.
- Suggestion to include High Calc/Tech Calculators in Class S.
- Another suggestion to make Class S pencil and paper again.
- Question: How do we grow the program? How to get Regional competitors to run National events? What can the RRB do for the Regionals?
- Suggestion to have more Rally Schools - give a free entry to a Regional event.
- Suggestion to come up with a Mailing List to reach the demographic community.
- Suggestion of Worker Awards – National level and/or Regional level only.
- Car Rental / lease agreement?

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

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

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