

BOARD OF DIRECTORS

SCCA Board of Directors Minutes | November 30 - December 1, 2012

The SCCA National Board of Directors met in Orlando in concurrence with the PRI show Friday, November 30 and Saturday, December 1. All Area Directors were in attendance : Jerry Wannarka, Chairman; Lisa Noble, Vice-Chairman; Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Bob Lybarger, Michael Lewis, Treasurer; R. David Jones, Robin Langlotz, Steve Harris, Brian McCarthy and newly elected director, Bruce Lindstrand.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President and CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services, Butch Kummer, Director, Club Racing and Aimee Thoennes, Executive Assistant.

The following guests participated: Jim Wheeler, CRB Chairman; Tony Ave, CRB Member; Peter Keane, CRB Member; Jim Averett, Chairman of the Stewards, and Erik Skirmants, President of SCCA Enterprises.

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

The meeting was called to order by Chairman Wannarka.

PRESIDENT'S REPORT

President Jeff Dahnert gave a brief overview of the staff's current and upcoming projects. The Insurance Committee for 2012 was chaired by Dan Helman, (Houston Region) and included members: Ed Locke (Chicago Region) , Michael Smith (San Francisco Region) and John Zuccarelli (Florida Region), as well as staff member, Richard Ehret, VP Finance, and Michael Lewis, Treasurer, providing oversight and guidance. This combined effort proved to be a successful model and will be used on future projects specifically an IT Committee.

Dahnert will serve on a panel at IMIS about motorsports and its future.

There was discussion about the frequency of face to face board meetings for 2013.

FINANCE REPORT

Ehret gave an update on year to date financial reports and forecast for 2012 which is on target per the budget. On behalf of the Insurance Committee, Ehret presented the rates for 2013 with an approximate 20-25% reduction across the board. The rates are decreasing but the participation pool has also decreased. The new rate sheet will be distributed to Regions by December 14.

Discussion followed regarding insurance allocations across programs and across subsidiaries. The carrier's analysis of loss ratios has resulted in the savings. Lewis commended Ehret for his efforts in pursuing the reduction in insurance rates.

MOTION: To approve the Insurance rate plan as presented. Butler/Lybarger. PASSED unanimously.

BOARD STATEMENT: The Board of Directors extends its appreciation for the excellent work on the insurance program and thanks the committee members for their time, energy and efforts in securing a comprehensive plan with significant savings.

Lewis presented the proposed 2013 budget. The 2013 budget shows the full implementation of the Majors program and staff resource requirements to support the program. Aside from the Majors component, the budget is very similar to the 2012 operating budget. The 2013 budget delivers the insurance program savings with reduced rates to the Regions; however, there are some slight increases in sanction fees. Sanction fees for Club Racing have not increased since 2006. The current sanction

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fee increase is in response to the declining number of events and of inflation.

McCarthy raised discussion about the budgeting process. The Board understands that this is a difficult process as we are very dependent on entries and sponsorship.

MOTION: to approve the budget for 2013 as presented. Lewis/Walsh. PASSED 12-1. Opposed: McCarthy.

Langlotz expressed a desire to track the financial impact of the Majors program on the National Office.

CLUB RACING REPORT

Ozment gave a detailed review of the 2012 Runoffs. The board gave approval to revert to a 7 day schedule for 2013 to support the celebration of the 50th Anniversary of the Runoffs.

Ozment proposed the retention of the existing tow fund structure for 2013.

MOTION: To approve the recommended continuation of the 2012 Tow Fund Program through 2013. Lybarger/Harris. PASSED 11-0-2. Abstentions: Noble and McCarthy.

Appendix B.

2.1.E. Tow Fund

Upon conclusion of a National or Double National race, the organizing region will remit immediately to the SCCA the funds specified by the Board of Directors per paid entrant in National classes only for a fund authorized by the Board of Directors to be distributed to entrants in the Interdivisional Championship events. No further sanctions will be issued to a region until this has been paid.

Ozment explained a procedural change to the Event Audit for 2013. There will be no pre-payment requirements for sanctions and insurance fees. Instead all monies will be due at the time of the event audit which is due within 14 days post event. This change reduces reporting complexities and is more user-friendly to the Regions.

Ozment presented a motion to update GCR language to reflect the additional position and authority of the Director of Club Racing.

MOTION: To approve the following GCR change as recommended by staff. Langlotz/Walsh PASSED. 13-0.

3.1.1.E.

For 2013, the VP of Club Racing or their designate, with the approval of the Chairmen of the Board of Directors, BoD Planning Committee, CRB and Stewards, may alter the GCR requirements for the conducting of an event as needed to support the Majors Program.

A motion has been proposed to clarify the role of staff at championship events.

MOTION: To approve the following Operations Manual change as recommended. Kephart/Lybarger. PASSED 13-0.

4.2.3 Vice President, Club Racing

Basic Function: Plans, directs, and coordinates the activities of the Club Racing competition department. Develops new programs/products/services, as well as developing new approaches to existing programs/products/services. Coordinates strategic planning efforts between the Board of Directors, staff, and the Club Racing program boards. Serves as a member of the Executive Management Team in the establishment of strategic and operational plans for the organization. **With the event Chief Steward, is responsible for the operational aspects of the National Championship Runoffs.**

MOTION: To approve the 2013 Runoffs eligibility components as recommended. Kephart/Harris. PASSED 13-0.

A. Invitations to the SCCA Runoffs

Invitations are issued to 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, 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.

Or the driver must participate in at least 3 Majors Weekends, regardless of division or conference in the current racing season. If the driver participates in 3 Majors Weekends, Item 2. Criteria below does not apply.

2. The driver must satisfy one of the following requirements:

- a. Finish in the top three in class for his Divisional Championship (3.9.1).
- b. Any driver who scores points in the top 50% of National point standings (3.9.3) for entrants in his class.

Example: If 100 drivers enter National races in the current race season, the top 50, who score any points, 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 his class.

Example: If 100 drivers participate 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 his class in the current race season will receive an invitation.

- d. Must finish at least eight national races (regardless of position).

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.

B. Defending National Champions

For 2013 only, every current ~~defending~~ **and past** National Champion will be invited to enter the Runoffs under the following conditions:

- 1. The entry will not be included in the total count of Runoffs invitations.
- 2. The driver must hold a current SCCA National Competition License.
- 3. He may compete in any Runoffs eligible class.
- 4. He will not bump anyone from the field who was invited based on the qualifications in 3.9.2.A.
- 5. He will not receive Runoffs tow funds if he has not qualified under 3.9.2.A.
- 6. In addition, a current defending National Champion, who has not met the Runoffs invitation requirements in 3.9.2.A, may be accepted as an entrant even if he did not finish at least 4 National races in the same class during the current year.

~~7. The provisions of this section may not be invoked two years in a row, even if he repeats as National Champion.~~

7. Drivers entering the Runoffs via the Past or Defending Champion criteria, must register by the late entry deadline of the event.

8. Matters of eligibility not covered by these criteria will be resolved by the CRB.

C. Past Runoffs Participants

Any driver who hasn't held an SCCA National License since 1/1/2010, can be waived (participation requirements) back to a National License by submitting the paperwork for a competition license to the National Office in Topeka. They will then be eligible to participate in the event under the same criteria as noted in GCR 3.9.2.

- ~~D.~~ Refusal of Entry
A competitor whose.....
- ~~D.~~ E. Number of Races
The number of
- ~~E.~~ F. Invited Runoffs Classes
All national classes.....

BOARD STATEMENT: The Board expresses its thanks to Lee Hill and Jim Creighton for their input developing the 2013 Runoffs eligibility requirements.

In an effort to fully update the GCR to reflect the impact of the Majors program on the point structure the following motion to update the GCR was presented. Note: the point structure was passed in October 2012 but the GCR language had not been specifically addressed. This motion will keep everything aligned.

MOTION: To approve the 2013 National Points standings in the 2013 GCR as recommended. Patullo/Jones. PASSED 12-1. Opposed: Langlotz.

3.9.1.B Race Points Chart

Points in SCCA National races are awarded to all finishers through 9th place as follows:

Position	Points (non-Majors)	Points (Majors)
1 st	12	22
2 nd	9	19
3 rd	7	17
4 th	6	16
5 th	5	15
6 th	4	14
7 th	3	13
8 th	2	12
9 th	1	11
10 th	0	10
11 th	0	9
12 th	0	8
13 th	0	7
14 th	0	6
15 th	0	5
16 th	0	4
17 th	0	3
18 th	0	2
19 th	0	1
20 th	0	1

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). 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. **The National Championship Runoffs will serve as the tie breaker if needed.** For all Super Tour Events, Bonus points will be available to all competitors, regardless of whether or not they have earned Base points.

Ozment gave an update on the Runoffs RFP Process. The response timeline has been extended . Ozment will provide more details to the Runoffs Committee at their next meeting. The goal from this process is to award three contracts for the next three years.

The TTAC structure was discussed. Ozment will work with the TTAC and board liaison to make a recommendation at the May board meeting.

MOTION: To approve TTAC recommended rule changes effective 1/1/2013. Patullo/McCarthy. PASSED 13-0. See Appendix A – TTAC Rule Changes.

CRB Rules Package

CRB Chairman, Jim Wheeler with CRB Members Tony Ave and Peter Keane provided an overview of the Rules packages for 2013, 2014 and the GT2 new classification proposal. The GT Ad Hoc Committee and Touring Car reorganization drove the need to address GT2 cars and STO. The CRB recommends that the comprehensive GT2 package be effective in 2013 as opposed to handling car-by-car changes during the 2013 season. There was discussion on the timing of rules changes and the background leading to the GT2 proposal. The GTAC was unanimous to request this as a 2013 rules set. The CRB was unanimous to present this to the Board for December board approval recognizing that it is outside of the typical process.

MOTION: To approve the CRB recommended rule changes items #9700, #9586, #9328 effective 1/1/ 2013. Patullo/ Butler. PASSED 13-0. See Appendix B – CRB Rule Changes.

MOTION: To approve the CRB recommended rules changes #9237, #9236 and #8507 effective 1/1/2014. Patullo/Butler. PASSED 13-0. Note: Patullo abstained from voting on IT item #9237. See Appendix B – CRB Rule Changes.

MOTION: To approve the GT2 new classification proposal as presented effective 1/1/2013. Patullo/Lewis. PASSED 10-3. Opposed: Harris, Jones & Langlotz. See Appendix F – CRB Rule Changes GT2.

Note that the tech bulletin will be December 20.

There was discussion regarding the vacancies on the CRB for 2013. It was agreed that there is great value in being an advisory committee member before consideration for appointment to the CRB. The board thanked the CRB members for their contribution of service to the club.

BOARD STATEMENT: The Board of Directors recognizes Fred Clark and Mirl Swan for their valuable service as members of the Club Racing Board.

PLANNING COMMITTEE REPORT

Patullo discussed the progress of the “Barrier to Entry” Committee. The intent is to provide an SCCA path for controlled, low cost, wheel-to-wheel competition that is well supervised but with lower requirements with respect to entry. The barriers identified include licensing, car preparation, medicals, etc. The Committee is taking suggestions from around the country to simplify the processes.

BoD discussion centered around staff resources needed to develop rules and administrative guidelines/items required for success of the proposal. While the committee had put in considerable time and effort into developing the program, documentation supporting risk management and related coordination issues was not provided. Several of the Board members suggested that implementation of this program be delayed until this could be accomplished. Consensus was that delay would compromise the implementation of the program for 2013. In order to test this concept the club requests to solicit three or four regions to conduct a pilot event. The pilot regions will cooperate with a working group established by the club office to establish supplemental regulation for the event. There is a desire to test the concept in different environments such as a separate run group at a Time Trial event or Club Race or as a standalone event, if possible. Any regions interested would contact the Club Racing Department and they will be directed to the working group for vetting.

MOTION: to move to recruit and permit a number of regions to conduct pilot events to test the concept of SCCA Racing Experience events in 2013 using the guidelines below. Details of sanction and insurance requirements to be determined by the Club Racing Department for the pilots. Jones/Langlotz. PASSED 11-2 Opposed: Harris, Wannarka.
SCCA Racing Experience guidelines.

It is the intent of this category of event to be a low risk “racing experience” event that provides an instructional environment to experience and learn about wheel to wheel racing in an easy to access format. These events shall be run as a separate run group with an SCCA Club Racing or SCCA Time Trial event, or as a standalone event. Events may be sanctioned by SCCA Regions or Chapters on race tracks approved for SCCA Club Racing or SCCA Time Trials.

Participation is open to any SCCA regular or weekend member. Members must possess and are responsible for recording participation in a SCCA Racing Experience Participation Log. Logs may be issued by SCCA licensed Stewards or Registrars. Participants must certify they have no known medical conditions that would cause them or others undue risk.

Vehicles are intended to be production based vehicles with a performance level equal or less than normal in Club Racing classes Spec Miata or Improved Touring A. Spec Racer Fords may also be included. Vehicles that demonstrate performance higher than those levels may be excluded by the Chief Steward of the event.

All vehicles must meet the safety and equipment requirements of GCR 9.3.except:

9.3.19 G, All driver restraint systems shall have been certified under one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/98 or 8854/98 and be in good shape with no signs of wear or fading,

And 9.3.20.C the use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 88598-2010 is strongly recommended.

All vehicles must meet the safety and equipment requirements of GCR 9.4. “Roll cages for GT and Production based cars” or Appendix I, “2007 Cage Rules”.

The Chief Steward may waive deviations of compliance requirements for a car for an event.

Officials required for an event are the Chief Steward, Safety Steward and Chief Instructor.

The Chief Steward and Safety Steward must have a current license as a Steward in either SCCA Club Racing or Time Trials. The Chief Instructor must have a Current Club Racing or Time Trial Competition License or equivalent experience.

On track behavior will be in the spirit of GCR section 6. Any participant found to be overaggressive or dangerous may be black flagged and counseled by the Chief Instructor or his designee or excluded from the event. At a minimum any participant being found at fault in an accident will be put on probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded for further participation in these events for 13 months.

STEWARDS REPORT

Jim Averett, Chairman of the Stewards attended to discuss the continued effort to change the program from being official oriented to being participant oriented. Averett would like to see more contact, involvement and coordination between the Chief Steward of an event with Race Chairs and Regions. The Chief needs to be cognizant of scheduling, class changes, etc. that may have financial impacts on the region. There is a need for better communication amongst the officials of an event.

Chairman Wannarka shared the Board of Directors charge to Averett and the Executive Stewards endorsing the above as well as emphasizing a continued training program and recruiting new stewards.

There has been good progress over the years but we need to continue to drive those changes. The Board offered a commitment to support the program with resources as needed.

RALLY AND SOLO REPORTS

Duncan provided an update on entries for Solo up 1-2%, RX up 3%, RR down 17%. Duncan gave a status report on the Region Solo Development project. This project is to specifically address the overall decline in participation over the last several years. Areas of focus are: safety, site, leadership and motivation, customer service and marketing. Sponsorship negotiations are still underway for 2013.

Butler and Harris reviewed the Rules changes recommended by the RXB

MOTION: to approve the RallyCross rules package as proposed effective 1/1/2013. Harris/Butler. PASSED 13-0. See Appendix C – RX Rules Changes.

McCarthy and Walsh reviewed the SEB Rules changes regarding substance abuse and G prepared spec lines.

MOTION: to approve the SEB rules changes as proposed effective 1/1/2013. Walsh/McCarthy. PASSED 13-0. See Appendix D – SEB Rules Changes.

.Kephart reviewed the RoadRally rules changes Article 8.B.3 National Champions and Appendix T Lifetime Points.

MOTION: to approve the RRB rule changes as proposed effective 1/1/2013. Harris/Lybarger. PASSED 13-0 See Appendix E – RRB Rules Changes.

MEMBER & REGION SERVICES REPORTS

Arnold presented YTD membership numbers. There is a slight increase in membership compared to this time in 2011. The efforts to increase membership are showing positive results. These efforts include automatic membership renewal, multi-year membership and multi-year competition licenses.

Arnold gave an analysis of the club racing participation data resulting from the data collection project which has been in progress over the past five years. 35% of all drivers enter only a single race weekend. 80% of drivers enter 4 weekends or less. The Board agreed to provide this data to regions to help them with decision making on retention and participation. Small incremental changes in participation would make a significant difference in program and financial viability.

A review of key technology needs and capabilities was given. Enhancement or development areas noted include: registration systems, participation and member satisfaction surveys, event results reporting and data roll up, region website templates, paperless check-in, self service capabilities, social media and video and internal automation efforts. There was discussion over how much needs to be driven by the national office versus how to leverage activities in regions/divisions. The Board discussed the technology priorities list and how priorities will be set.

Region website template is being developed to provide regions a user-friendly, cost effective tool as well as improving the branding of SCCA by highlighting a common look and framework across the country. This project will also require a hosting model which is in progress.

MARKETING/COMMUNICATIONS REPORT

Prill gave a status update on sponsorship and contingency programs. SportsCar has a new look and feel beginning with the January 2013 issue. The New Member Guide will be issued again in March 2013. This was a very successful piece and a valuable tool.

New outreach programs and how-to videos being developed and implemented. There is a continued effort to support the Majors program with sponsorship and the development, training and rollout of the CPO (Chief Participation Officer) role on participant satisfaction.

Bob Lybarger, Area 5 Director was thanked for his service to the club as a director for the past 6 years.

MOTION: to adjourn the 2012 Board Meeting. Kephart/Lybarger. PASSED 13-0.

The 2013 Board of Directors convened immediately following to install officers, approve program board appointments and determine their 2013 meeting schedule.

Bruce Lindstrand, Area 5 Director was welcomed to the 2013 SCCA, Inc. Board of Directors.

Election of officers followed with the results as follows: Chairman, Lisa Noble; Vice Chairman, Richard Patullo; Treasurer, Michael Lewis; Vice Treasurer, John Walsh and Secretary, Todd Butler. Jerry Wannarka was added as the 5th member to the Executive Committee.

The following appointments were made:

SCCA Foundation Board: Bev Heilicher, Dennis Dean, Penny Anderson, Raleigh Boreen, Arnie Coleman.

SCCA Enterprises Board: Chris Funk, Gary Pitts and Stephen Pence.

SCCA Pro Racing Board: Michael Lewis, Phil Creighton, Cary Agajanian and Bob Ruman.

CRB: Jim Drago, Chris Albin, Tony Ave, Jim Wheeler, Peter Keane, John LaRue.

EXECUTIVE STEWARDS:

Central: JoAnne Jensen

Great Lakes: Dan Hodge

Midwest: Scott Bowman

Northern Pacific: Ken Jones

Northeast: Earl Hurlbut

Rocky Mountain: Gloria Dickerson

Southeast: Bob Horansky

Southern Pacific: Barbara Knox

Southwest: Tom Brown

BOARD STATEMENT: The Board extends its appreciation to Gary Meeker and Ken Patterson for their service to the Club Racing program and the Executive Stewards.

TTAC: Central: Tony Machi

Great Lakes: Jerry Cabe as acting Chair

Midwest: Chuck DeProw

Northern Pacific: Dave DeBorde

Northeast: Matt Yip

Rocky Mountain: Dan Goodman

Southeast: Craig Farr

Southern Pacific: Roy Mallory

Southwest: Dr. Kent Carter

BOARD STATEMENT: The Board extends its appreciation to Tony Machi who served as Chairman of the TTAC and to Matt Rowe for his service both as past Chairman and Council member.

COA: A.G. Robbins, Tom Hoffman, Jack Marr, Jeff Niess, Sue Roethel as Secretary and Rick Mitchell as Chairman

BOARD STATEMENT: The Board extends its appreciation to Mike West who served as Chairman of the Court of Appeals.

SEB: Steve Hudson, Chairman
Brian Conners
Mike Simanyi
Richard Holden
Dave Hardy
Dave Feighner
Mark Andy

BOARD STATEMENT: The Board extends its appreciation to Bryan Nemy and Erik Strelnieks for their service on the Solo Events Board.

Divisional Solo Stewards:

Southwest – Todd Farris
Southeast – Robert Lewis
Central – Steve Garnjobst
Southern Pacific – Tom Berry
Northern Pacific – Keith Brown
Northeast – Dave Newman
Rocky Mountain – Lindsay Wilson
Midwest – Al Hermans
Great Lakes – TBD

BOARD STATEMENT: The Board extends its appreciation to Scott Hearn for his service as the Great Lakes Divisional Solo Steward .

Solo Safety Committee:

Southwest – John Lieberman
Southeast – open
Central – Arouch Poonsapaya
Southern Pacific – Brian Robertson
Northern Pacific – open
Northeast – Kathy Barnes
Rocky Mountain – Cal Craner
Midwest – Jan Rick
Northeast – David Steger

RoadRally Board

Rich Bireta
Jeanne English
Sasha Lanz
Bruce Gezon
Clarence Westberg
Charles Hanson
Len Picton

BOARD STATEMENT: The Board extends its appreciation to Eva Ames and Jim Wakemen for their service to the RoadRally Board.

Divisional RoadRally Steward

Southeast – Bob Ricker
Southern Pacific – Larry Scholnick
Great Lakes – Mike Bennett
Central – Mike Thompson
Northeast – Steve McKelvie
Midwest – Rich Bireta
Rocky Mountain – Lindsay Wilson
Northern Pacific – open
Southwest – Sasha Lanz

RallyCross Board

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

Divisional RallyCross Stewards

Southwest - Damon Cuccia
Great Lakes - Z.B. Lorenc
Central - Dustin Nevenon
Midwest - Jim Rowland
Northeast - Scott Beliveau
Northern Pacific - Paul Eklund
Rocky Mountain - Aaron Miller
Southeast - Charles Wright
Southern Pacific - Jayson Woodruff

2013 schedule of meetings for the Board of Directors:

Feb 28-Mar1
June 6-8
October 10-12
December 5-7

MOTION to adjourn Kephart/Lewis. Meeting Adjourned.

Appendix A: TTAC Rule Changes

2.4 TIME TRIALS ADMINISTRATIVE COUNCIL REPRESENTATIVE(S)

The individual selected by the Division and approved by the BOD to represent the Division's interests on the Time Trial Administrative Council and who coordinates with the Time Trial Divisional Program Manager. The TT Divisional Program Manager(s) may also be a TTAC Representative if appointed to do so by the Division. If there are two Division TTAC Representatives, one shall be designated as the voting member. The TTAC Representative(s) will review supplementary regulations prior to approval by SCCA. The TTAC Representative(s) has authority to approve Time Trials Officials Licenses and upgrades for TT Driver Licenses. Term of office is three years.

2.4.1 TT DIVISIONAL PROGRAM MANAGER

The individual (s) selected by the Division to supervise and administer SCCA policies and standards for designated classes of events and to train SCCA Stewards within each Division and who coordinates with the TTAC Representative(s). The TT Divisional Program Manager(s) has authority to approve Time Trials Officials Licenses and upgrades for TT Driver Licenses. Term of office is three years.

2.5. TT SAFETY STEWARD OF THE DIVISION

The individual selected by the Division to supervise events to insure adherence to all SCCA safety rules and guidelines, to train SCCA TT Safety Stewards within each Division and coordinates with the TT Divisional Program Manager and TTAC Representative(s). Term of office is three years.

3.1.3.E

Drive a vehicle which meets the inspection required in TTR Section 9. Proof of current Annual Tech Inspection in Time Trials or Club Racing shall meet these requirements. Window net and arm restraint requirements are waived for cars that meet the definition of street legal. Street legal is defined as a car which meets local requirements for inspection (if applicable) and the car in question possess CURRENT, VALID license and registration. Vehicles that are not street legal must be eligible for classification in the GCR classes of Showroom Stock, Spec Miata, Touring, or Improved Touring, or the Solo classes of Stock, Street Touring, Street Prepared, or Street Mod. No vehicles that are prepared beyond these allowances shall be permitted to participate. Other vehicles may be approved by the event officials, the Chief Steward, Safety Steward, and Chief Instructor, if they meet the general safety rules for classes listed. (i.e.: vintage production cars). Open wheel cars are not allowed. All cars MUST have a passenger seat with a 3 point seat belt, both meeting DOT requirements as a minimum. Passenger seats with the same safety equipment as the driver seat are highly recommended.

4.6. USE OF ALCOHOLIC BEVERAGES, NARCOTICS, AND DANGEROUS DRUGS - PROHIBITED

A. No driver, entrant, or crew may consume alcohol until all practice, racing, or track time for his group is finished for the day.

No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed until after all the day's on track activities are concluded.

B. The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Any participant who violates this prohibition

shall not seek to participate in the event and may be excluded from the event by the Chief Steward, Safety Steward, or the Chief of an official's specialty
may be removed from the grounds by the order of the Chief Steward or Safety Steward.

As a condition of continued participation and/or retention of any SCCA license, the participant may be required to submit to such testing procedures that may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case.

5.14.3. Corner Stations

Personnel - Each corner station shall be staffed with a minimum of two (2) unless otherwise approved by the TT Safety Steward for the event. Personnel should be properly dressed while on station. This means no shorts, tank tops, halter tops, beach wear, etc. while the track is "hot". It is highly recommended that any person on station acting as a first responder should be wearing long sleeves and pants.

7.4.1 ELIGIBILITY

Entrants with other types of accepted competition licenses must be current SCCA members in good standing and shall have completed the minimum number of events required for the applicable competition license during the license year. SCCA members under the age of 16 who hold a valid Club Racing Novice Permit or higher are eligible to participate

10.6. Ventilation

All closed cars shall run with both front door windows fully open. TT Safety Steward may allow exceptions based on weather or other conditions

10.8. REQUIRED DRIVER SAFETY EQUIPMENT

All participants shall wear shoes which fully cover the foot at least to the ankle while on course. Helmets which meet the following requirements must be worn while on course. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

11.1. PDX (LEVEL 1)

At PDX (Level 1) events, any car that is street legal will NOT require a roll bar/roll cage, except for Convertibles and Targa* top automobiles. These cars must have either a roll bar meeting the requirements of section 11 of the TTR, a factory roll bar/roll over protection, or a factory hard top using the factory mounting hardware and mounting points. Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement.) Targa* top (and T-top) automobiles may forgo the roll bar requirement under the condition that the Targa bar meets the height requirements set forth in 11.1.1.B. For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply.

*Targa top, targa for short, is a semi-convertible car body style with a removable roof section and a full width fixed B-pillar and roof section. The rear window can be fixed or removable.

10.11. FUEL CELLS

Requirements for fuel cells are waived in Time Trials. Any car equipped with a fuel cell must meet all requirements of GCR section 9.3.26 and all its subsections.

Appendix B: CRB RULE CHANGES

Effective 1/1/2013, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

GCR

1. #9700 – (December Fastrack – John Bauer) Update Drug and Alcohol Rule
Change GCR 2.3.1.B: B. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited. *Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event.* Any participant who

SUPER TOURING

STL

1. #9586 – (December Fastrack – Club Racing Board) Transmissions
Change 9.1.4.3.E.3: 3. Either the OEM *original* transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (i.e., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety; *any OEM gearsets that fit w/o any modifications to gears, shafts, and/or case* Retrofitting OEM complete gear sets in an alternate transmission case is *are* permitted.

PRODUCTION

HP

1. #9328 – (December Fastrack – David Ellenwood) Clarification/Possible GCR Error
In HP, Volkswagen Golf (GTI, GT, GL) and Volkswagen Jetta 1780 (85-91) change the notes as follows: "Comp. Ratio limited to 14.5:1 ~~12.0:1.~~"

Effective 1/1/2014, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

GRAND TOURING

IMPROVED TOURING

1. #9237 – (December Fastrack – Matthew Green) Allow Aftermarket Coolant Overflow Tanks
Thank you for your request. Add as new section 9.1.3.D.3.h: h. Non-pressurized coolant overflow tanks may be replaced with aftermarket units. These replacements must have a minimum volume of 1 pint, and a maximum not to exceed the larger of the stock tank or 2 quarts. Tanks may not be mounted in the driver/passenger compartment.

PRODUCTION

HP

1. #9236 – (December Fastrack – Kevin Dennis) Brake Upgrade PL510
Thank you for your request. In the specification line for the HP Nissan/Datsun PL510 add to the "brakes alt" column the following "Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted." Also add to the "Notes" column after the word "choke(s)" and before the word "allowed" the following "on I.R. manifold".

AMERICAN SEDAN

1. #8507 – (December Fastrack – Dean Palmer) Allow 17x8 factory Mustang wheels.
Thank you for your request. Effective 1/1/2014, please change 9.1.6.D.6.a.1: 1. Maximum wheel diameter is ~~16~~ **17** inches, unless *otherwise* indicated within the vehicle specification line.

Appendix C: RXB Rule Changes

The following is a summary of changes to the RallyCross Rules for 2013 approved by the RallyCross Board on November 7, 2012.

1. Additional language to allow camber kits for double/unequal arm suspensions in Prepared Categories:

~~6.2.D.8. Any dampers may be used but the damper must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.~~ **Any dampers may be used. Damper attachment points on the body/frame/subframe/chassis/suspension member may not be altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). No damper may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle).**

6.2.D.8.a. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson) suspensions, adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).
3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced. 4. The replacement arms or mounts must attach to the original standard mounting points. All bushings may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

6.2.D.8.b. Springs may be replaced, but they must be of the same type and use original mounting points.

2. Allowance for audio system changes in Stock Categories:

6.2.C.18. Audio system components may be replaced with alternate components intended for the application (i.e. factory head unit may be replaced with aftermarket single--din head unit).

3. Allowance for oil cooler changes in Prepared Categories:

6.2.D.22. Oil cooling radiators for engine, transmission, or differentials; may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions:

- a. Fluid capacity and dry weight of any radiator being modified or replaced must be no less than that of the OEM standard part.
- b. Radiator(s) and their lines must be securely mounted, reside in the engine bay area, or the general location of the OEM part being replaced or modified. No lines may be routed through the passenger compartment.
- c. No body parts or structure may be altered in any way, except for the minimum holes to facilitate mounting brackets and fluid lines, for installation.

4. Alternative processes for Safety Steward licensing in case of conflict (RallyCross Safety Steward Training Program, Training Methodology, pg. 47):

4) If a Divisional Steward denies the application for a Safety Steward after the above steps have been followed and there is a request for a review of the application, a Review Committee of three members will be convened. The Review Committee will consist of: a RallyCross Divisional Steward, an RXB member, and a member of the RXB Safety Committee; all must be currently licensed RallyCross Safety Stewards. The committee will review the application and submitted qualifications. They may ask for additional information from the applicant and/or the Divisional Steward who denied the application. The Review Committee will either approve the application or deny it. If denied, the committee will provide recommendations as to what is required to have the application approved.

Appendix D: SEB Rule Changes

Item 2) Alcohol and Drug Use

The following is a revised Solo rule that was originally presented at your October meeting. The revisions from October are in bold.

Replace 1.3.2.K (adapted from the GCR):

1. No driver may consume alcohol until they have completed all their runs and completed their work assignment for the day. No official may consume alcohol until his duties have been completed for the day. Alcohol may not be consumed in the grid until after all the day's competition activities are concluded. Violators may be penalized as provided in Section 9.

Nothing in this section shall override site-specific alcohol restrictions.

2. The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. **Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event.** Any participant who violates this prohibition

- shall not seek to participate in the event
- may be excluded from the event by the event chairman
- may be removed from the grounds by the order of the event chairman or chief steward
- may be penalized as provided in Section 9.

As a condition of continued participation, the participant may be required to submit to such testing procedures as may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case.

Item 3) Rule change to Appendix A for G Prepared.

This proposed rule change was published in the November Fastrack.. The original proposal was published in the February 2012 Fastrack to provide a moderate competitive adjustment for Level 1 (Full Preparation) cars in GP. The proposal has been revised, based on member feedback and results from 2012 Solo Nationals to reflect an 8" maximum wheel width for all Level 1 vehicles, with corresponding increases in allowable track. The effective date of this proposal is 01/01/2013.

Change the listings for all LEVEL 1 (Full Preparation) vehicles in Appendix A for G Prepared as follows (#9225):

Make	Model (VARIANT)	Min Weight (LBS)	Wheels Max	valve head dia in/ex DIA/WIDTH	Max Track F/R (in)
INDUCTION SYSTEM (IF APPL)					
ALT SPEC (IF APPL)					
Alpine					
A108		1300	16x8		
1000		1300	16x8		
1100		1300	16x8		
Austin Morris					
Cooper 1275		1470	14x8	58/58	
Alternate engines (cc):					
850		1050			
970, 997, 998		1100			
1071, 1098		1200			
Austin-Healey					
100-4		2200	16x8	1.73/1.142	54.5/56.5
Alternate part: louvered hood					
Austin-Healey & MG					
Sprite/Midget 948		1125	14x8	1.10 or 1.16/1.00	52/50.5 (2) 1.25" SU or 1.25" Stromberg
Sprite/Midget 1098		1325	14x8	1.31/1.16	52.5/51 (2) 1.25" SU or Stromberg
Sprite/Midget 1275		1550	14x8	1.31/1.16	52.5/51 (2) 1.25" SU HS2 or 1.5" SU
Sprite/Midget 1500		1550	14x8	1.44/1.17	52.5/51 (1) 1.5" Zenith CD4, 1.5" Stromberg SD, or 1.5" SU
Fiat & Bertone					
850 all (inc. Abarth)		1125	14x8	1.146/1.028	51.5/53.5
One Weber 30 DICA downdraft, one Weber 4226434 1.18" pri/1.18" sec, or Weber 34 DMSA 1/100					
X1/9 1290		1500	14x8	1.43/1.21 or 1.23	58.5/59
One Weber 32DMTR (32mm pri & sec) or one Weber 32DATRA/100 (32mm pri & sec)					
X1/9 1498		1650	14x8	1.43/1.31	58/58.5
One Weber 34DMTR (34mm pri & sec)					
Alt carb: Weber 36DCNF w/ 34mm venturi & manifold adapter					

MG

MGA Twin Cam	1588	16x8	1.59/1.44	52/53.5
Allowed to replace wood floorboards with metal				
MGA		16x8	1.56/1.34	52/53.5
1500 (1469cc)	1469			
1600 (1588cc)	1588			
1622 (1622cc)	1622			
Alt valve sizes: In 1.50", Ex 1.28"				
Replace wood floorboards with metal				
MGB, MGB-GT	1798	16x8	1.57 or 1.63/1.3	54/54.5

Morgan

4/4 Mk 4 2138cc	2138	16x8	1.37/1.19	52.5/53.5
Alternate Specification: Replace wood floorboards with metal				
4/4 Mk V 2138cc	2138	16x8	1.44/1.19	52.5/53
Replace wood floorboards with metal				

Opel

GT 1900	1897	14x8		61/61
Two (2) 45 mm sidedraft				
GT 1100	1350	14x8	1.26/1.06	54/55

Porsche

356, except Carrera and 1500, 1600				
	1700	16x8	1.57 or 1.63/1.35	55/55.5
Two 1.5" SU HS-4 or Two SU or Stromberg				
1300	1550	16x8	1.50/1.20	57/56
2 Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				

Saab

93 & 96 Sedan		16x8		61/61
843cc (2-stroke)	1200			
Sonett		16x8		61/61
1498cc	1600			
1699cc	1800			

Sunbeam

Alpine		14x8		56.5/55
In valve dia: 1.500 or 1.480 or 1.432 or 1.436"				
Ex valve dia: 1.210 or 1.180 or 1.172 or 1.176"				

1494cc	1494			
1592cc	1592			
1725cc	1725			

Triumph

Spitfire 1147	1405	14x8	1.30/1.15	55/54
(2) 1.25" SU or Stromberg				
Spitfire 1296 MkIII	1550	14x8	1.30/1.17	56/55
(2) 1.25" or 1.50" Stromberg or SU or (1) 1.50" CDSE Stromberg or SU				
Spitfire 1296 MkIV	1550	14x8	1.44/1.17	56/57
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU				
Spitfire 1493	1550	14x8	1.44/1.17	56/57
(1) 1.5" Stromberg-type SU or SU				

TR-2 & TR-3	1991	16x8	1.56/1.30	54/53.5
TR-4 & TR-4A (beam axle)				
	2138	16x8	1.56/1.30	56/55
TR-4A (IRS)	2138	16x8	1.56/1.30	56/55
Turner				
950	1125	14x8	1.10/1.16	51/51

1500 1550 14x8 1.45/1.20 51/51

Carburetion: (1) 28/36DCD22, (1) 32/36DGN, (1) 36DCNF w/30mm choke(s), or (1) 40 DCNF w/ 30mm choke(s)
Alternate crankshaft: 125 E

Appendix E: RRB Rule Changes

Art. 8,B,3

3) The SCCA shall recognize National **RoadRally** Champions in three categories each for Course, GTA, and Tour series. The category in which a member competes is based on Experience Points, a combination of all accumulated Lifetime Points plus Competition Points* accrued after 2006, at the start of the competition year.

*Competition Points are based on the first six overall positions (10, 8, 6, 5, 4, 3 points respectively) having 50+ points from all SCCA National **RoadRally** Championships within the same series conducted from 2007 through the preceding competition year. Any individual competing during this period but not positioned in the top six overall will receive 1 point for each year of competition.

Categories for **RoadRally** National Championships are:

Sportsman Category: 0 – 9 Experience Points
Expert Category: 10 – 99 Experience Points
Master Category: 100+ Experience Points

The 3rd sentence of the preamble to Lifetime Points is modified slightly

Appendix T

T) LIFETIME POINTS STANDINGS

Lifetime standings for TSD rallies are based on the first six overall positions (10, 8, 6, 5, 4, and 3 points respectively) on all SCCA sanctioned National **RoadRally** events (except NGR) conducted from 1958 to and including the USRRC events in 2012.

The GTA Lifetime Points will be listed following the TSD Lifetime Points with the following short preamble

Lifetime standings for GTA rallies are based on the first six overall positions (10, 8, 6, 5, 4, and 3 points respectively) on all SCCA sanctioned National GTA **RoadRally** events conducted from 2007 to and including the USRRC event in 2012.

Appendix F: CRB Rules GT2 Package

GT2 New Classifications and weight/plate adjustments for 2013

Due to the demise of the STO class for 2013, and the commitment by the GT Advisory Committee to include otherwise disenfranchised cars into appropriate GT classes, the CRB submits the following car classifications and competition adjustments for 1/1/2013. We understand that the CRB is free to classify cars at any time and to adjust minimum weights and restrictor plates on case-by-case basis. However, due to the scope of this proposal, we wanted to present to the BoD the overall plan for making these changes at this time.

In an effort to strengthen the GT2 class by incorporating the highly prepared ex-STO cars, and by positioning the class to be able to receive pro series cars in the future, we plan to execute a speed-up of the class for 2013. The CRB apologizes for the late notice of the change, but the opportunity to embrace these cars became available as a result of a cascading set of rule changes from the Touring reclassification just completed.

Effective 1/1/2013:

- A. Classify the following list of ex-STO cars to compete in GT2.
1. Cars must be prepared to the 2012 STO rules.
 2. Tires will be free
 3. The following tables, listing restrictors and weights for classed cars, replace the 2012 STO tables.

The Advisory Committee will continue to work on incorporating the 2012 STO rules into the GT rule set. Although this will be completed for the 2014 season, the GTAC and the CRB felt it was important to include these cars immediately.

- B. Modify the existing GT2 spec lines as follows:
1. All unrestricted and choke restricted cars get a 6% weight reduction rounded down to the nearest 10lbs
 2. All SIR restricted cars get a 17% larger area (37mm to 40mm and 40mm to 43mm)
 3. Porsche 997 Cup cars may remove the specified flat plate restrictor
 4. Sunbeam Tiger restrictor plate is changed to 1.15" x 4

C. Other cars classed in GT2 that would like other considerations for executing the planned speed-up of the class should send letters to the CRB. In particular, we are seeking input from current 996 Porsche Cup owners on how to best provide them a speed-up for 2013.

D. Current TA2 and GTA cars will be included in GT2 as soon as possible. The TA2 cars will be classified according to current TA2 rules except there will be no spec tire.

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.				
GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Aston Martin DB9	6000	3300		
<i>Aston Martin GT 4</i>	<i>4700</i>	<i>2900</i>		
Aston Martin Vantage N24 (07-08)	4280	2800		
Aston Martin Vantage	6000	3300		
<i>Audi R8</i>	<i>5200</i>	<i>3200</i>	<i>40.5mm</i>	<i>Must meet February 2012 Grand Am Specs. Must meet 9.1.4.P.1 for tire requirements.</i>
BMW E46 M3 & E36 / <i>BMW Z3</i>	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. 4.0L V8 permitted at 2900 lbs.
BMW M3 E92 (08-09)	3999	2900		
Cadillac CTS/ CTS-V				
Chevrolet Camaro	<i>5733</i>	<i>2950</i>		<i>GM V-8 engines with OEM specs 4.00" bore x 3.48" stroke; e.g., LT1, LT4, L98, etc</i>
Chevrolet Corvette	<i>6178</i>	<i>3150</i>		<i>GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".</i>
Pontiac Fiero				
Pontiac Firebird				
<i>Pontiac GTO</i>	<i>5665</i>	<i>2950</i>		<i>GM LS1, LS6</i>
<i>Pontiac Solstice</i>	<i>5967</i>	<i>3240</i>		<i>GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.</i>
	<i>6162</i>	<i>3110</i>		<i>Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.</i>
	<i>6162</i>	<i>3350</i>		<i>GM LS3</i>
	<i>7011</i>	<i>3300</i>	<i>75mm flat plate or 45mm SIR</i>	<i>GM LS7</i>
	<i>7011</i>	<i>3500</i>	<i>80mm flat plate</i>	<i>GM LS7</i>
Chassis-specific notes: Camaro/Firebird: Aftermarket K members are permitted. Corvette: The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. <i>For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. For Pontiac Solstice: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.</i>				

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.

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ACR-X	7990	3300		
	8000	3300		
	8300	3300	(2) 50mm flat plates	
	8400	3400	(2) 50mm flat plates	
	8400	3400	(2) 60mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.
<i>Chassis-specific Notes: OEM fuel tank may be used.</i>				
Ferrari 360	3600	2780		
Ferrari 430 Challenge	4310	2950		Must be prepared to the 2006 Ferrari Challenge engine and transmission specifications; DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted
Maserati Trofeo Light	4244	2900		
Panoz Esperante GTS	5800	3000		
Porsche Cayman (05-11)	3600	2875		
<i>Porsche 944</i>	<i>2500</i>	<i>2700</i>		<i>May use Jayco super 50 Turbo.</i>
Porsche 996	3600	2808		
Saleen SR	5800	3190		

GT2 Cars - ACURA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
NSX	NA	2dr	RWD	99.6	The fuel cell(s) may be relocated to the front trunk area.
RSX	NA	2dr	FWD	101.2	No mid-engine mounting. Hood bulge permitted with no openings.

Engines - ACURA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	87.0 x 84.0	1997	Alum, Crossflow	4	Automotive type sidedraft	1830	
	DOHC	87.0 x 90.7	2157	Alum, Crossflow	4	Automotive type sidedraft	1830	
	DOHC	89.9 x 78.0	2971	Alum, Crossflow	4	Automotive type sidedraft	2140	
	DOHC	93.0 x 78.0	3176	Alum, Crossflow	4	Automotive type Unrestricted	2190	
	SOHC	89.0 x 86.0	3210	Alum, Crossflow	4	40mm SIR	2280	
	SOHC	89.0 x 93.0	3471	Alum, Crossflow	4	40mm SIR	2280	

GT2 Cars - ALFA ROMEO

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
GTV	NA	2dr	RWD	94.5	Hood modifications allowed for carburetors.

Engines - ALFA ROMEO

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	88.0 x 68.3	2492	Alum, Crossflow	2	Unrestricted	1900	
	SOHC	93.0 x 72.6	2959	Alum, Crossflow	2	Unrestricted	2040	

GT2 Cars - AUDI

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
TT Coupe	NA	2dr	FWD	97.3	

Engines - AUDI

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	82.5 x 92.8	1984	Alum, Crossflow	4	Unrestricted	1730	

GT2 Cars - BMC thru Rover Group

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
MGB GT V8 & RV8	NA	2dr	RWD	91.0	
TR8	NA	2dr	RWD	85.0	

Engines - BMC thru Rover Group

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	71.1 x 88.9	3528	Alum, Crossflow	2	41mm SIR	2280	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) 1.15" 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.

GT2 Cars - BMW

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
325	84-91	2dr	RWD	101.2	
M3 (E30)	88-91	2dr	RWD	101.2	
M3 (E36)	95-99	2dr	RWD	106.3	
M3 (E46)	00-	2dr	RWD	106.3	
330ci (E46)	01-	2dr	RWD	107.3	

Engines - BMW

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
S14	DOHC	93.4 x 84.0	2302	Alum, Crossflow	4	Unrestricted automotive type	1950	
M20	SOHC	84.1 x 75.0	2494	Alum, Crossflow	2	Unrestricted automotive type	1950	
M50	DOHC	84.1 x 75.0	2494	Alum, Crossflow	4	Unrestricted automotive type	2140	
S50	DOHC	86.0 x 85.8	2990	Alum, Crossflow	4	Unrestricted automotive type	2140	
S50B32	DOHC	86.4 x 91.0	3201	Alum, Crossflow	4	40mm SIR	2280	

S52	DOHC	86.4 x 89.6	3152	Alum, Crossflow	4	40mm SIR	2280	
S54	DOHC	87.0 x 91.0	3246	Alum, Crossflow	4	40mm SIR	2280	

GT2 Cars - CHEVROLET

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Cavilier Z24	NA	2dr	FWD	104.0	
Monza	75-80	2dr	RWD	97.0	

Engines - CHEVROLET

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	89.9 x 89.03	2210	Alum, Crossflow	4		1830	GM racing block #XGB615 and cylinder head #XGBH614 allowed.
	DOHC	92.2 x 85.09	2272	Alum, Crossflow	2		1950	
<i>EcoTec</i>	<i>DOHC</i>	<i>88.9 x 94.6</i>	<i>2349</i>	<i>Alum. Crossflow</i>	<i>4</i>		<i>2080</i>	
	DOHC	90.0 x 94.0	2392	Alum, Crossflow	4		1950	
	OHV	101.6 x 82.6	2679	Alum, Crossflow	2	<i>Unrestricted automotive type</i>	1900	
	OHV	89.0 x 84.0	3136	Iron, Crossflow	2	42mm SIR	2150	

GT2 Cars - CHRYSLER/DODGE/PLYMOUTH

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Breeze / Stratus	NA	2dr	FWD	108.0	
Neon	NA	2dr, 4dr	FWD	104.0	
Daytona / Laser	84-87	2dr	FWD	97.0	Turbo Z body panels allowed.

Engines - CHRYSLER/DODGE/PLYMOUTH

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	87.5 x 83.0	1995	Alum, Crossflow	4	Unrestricted automotive type	1830	
	DOHC	87.5 x 83.0	1995	Alum, Crossflow	4	Unrestricted automotive type	1830	
	SOHC	87.5 x 92.0	2213	Alum, Non-Crossflow	2	(2) Automotive type	1950	

GT2 Cars - FERRARI

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
308 GTB	76-	2dr	RWD	92.1	Fuel cell(s) must comply with GCR 9.3 Fuel Cell Specifications but may be relocated to front trunk or remain in OEM saddle tank locations.
288, 328, 348, 355	NA	2dr	RWD	96.5	Fuel cell(s) must comply with GCR 9.3 Fuel Cell Specifications but may be relocated to front trunk or remain in OEM saddle tank locations. Engine may be rotated longitudinally.

Engines - FERRARI

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	81.0 x 71.0	2926	Alum, Crossflow	2	<i>Unrestricted Automotive type</i>	2140	
	DOHC	83.5 x 68.0	2980	Alum, Crossflow	4	40mm SIR	2280	

GT2 Cars - FORD

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Capri I, II	NA	2dr	RWD	100.8	
Mustang	74-78	2dr	RWD	100.8	
Mustang	79-93	2dr	RWD	100.5	
Probe	NA	2dr	FWD	99.0/102.9	

Engines - FORD								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	91.0 x 77.0	1993	Alum, Crossflow	2	(2) Automotive type	1830	
	DOHC	84.5 x 74.2	2496	Alum, Crossflow	4	Unrestricted automotive type	2105	
	OHV	90.0 x 66.8	2550	Iron, Crossflow	2	Unrestricted automotive type	2040	
	OHV	93.0 x 68.6	2796	Iron, Crossflow	2	Unrestricted automotive type	2040	
	OHV	93.0 x 72.6	2934	Iron, Crossflow	2	Unrestricted automotive type	2040	World Products 2.9 OHV cylinder head allowed.
GT2 Cars - INFINITI								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
G20	99-02	4dr	FWD	102.4/97.5				
Engines - INFINITI								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	Unrestricted automotive type	1830	
GT2 Cars - HONDA								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Prelude	93-	2dr	FWD	100.4				
Engines - HONDA								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	87.0 x 90.7	2157	Alum, Crossflow	4	Unrestricted automotive type	2040	VTEC not allowed.
	DOHC	86.9 x 95.0	2252	Alum, Crossflow	4	Unrestricted automotive type	2090	
GT2 Cars - JAGUAR								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
XKE Coupe, Roadster	NA	2dr	RWD	96.0	Roadster windshield may be removed and a low front hoop roll cage fitted.			
Engines - JAGUAR								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	87.1 x 105.9	3781	Alum, Crossflow	2	Unrestricted Automotive type	2110	
	DOHC	92.0 x 105.9	4235	Alum, Crossflow	2	Unrestricted Automotive type	2110	
GT2 Cars - LOTUS								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Esprit	75-	2dr	RWD	96.0				
Engines - LOTUS								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	95.3 x 76.2	2174	Alum, Crossflow	4	Unrestricted (2)Automotive type	2040	
GT2 Cars - MAZDA								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			

MX-5 / Miata	90-	2dr	RWD	89.2	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
RX-7	NA	2dr	RWD	95.2 / 95.5 / 95.7	Downing GTS body kit allowed with 75 lbs. weight increase. This "one-off" body allowance is not meant as an open invitation for others to be classified. May run transaxle with 100 lb. weight penalty.
RX-8	NA	2dr	RWD	98.0	May run transaxle with 100 lb. weight penalty.

Engines - MAZDA

Engine Family	En- gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc- tion	Weight (lbs)	Notes
12A		Street Port	2292			<i>Unrestricted Automotive type</i>	<i>1720</i>	
12A		Street / Bridge / Peripheral Port	2292			Unrestricted automotive type	<i>1810</i>	
13B		Street / Bridge Port	2616			<i>Unrestricted Auto- motive type</i>	<i>1810</i>	
13B		Peripheral Port	2616			Unrestricted automotive type	<i>1900</i>	
ReGenesis		Street Port	2616			<i>Unrestricted Auto- motive type</i>	<i>1810</i>	
	DOHC	89.0 x 79.5	2967	Alum, Crossflow	4	<i>Unrestricted Auto- motive type</i>	<i>2090</i>	Hood bulge allowed.
20B		<i>Street / Bridge / Peripheral Port</i>	3924			<i>43mm SIR</i>	2230	

GT2 Cars - MERCEDES BENZ

Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes
190E	85-92	4dr	RWD	104.9	

Engines - MERCEDES BENZ

Engine Family	En- gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc- tion	Weight (lbs)	Notes
	SOHC	82.9 x 80.3	2599	Alum, Crossflow	2	Unrestricted automotive type	<i>2060</i>	

GT2 Cars - MERCURY

Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes
Capri	79-86	2dr	RWD	100.8	

Engines - MERCURY

Engine Family	En- gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc- tion	Weight (lbs)	Notes
	OHV	93.0 x 68.6	2796	Iron, Cross- flow	2	Unrestricted automotive type	<i>2040</i>	
	OHV	93.0 x 72.6	2934	Iron, Cross- flow	2	Unrestricted automotive type	<i>2040</i>	World Products 2.9 OHV cylinder head allowed.

GT2 Cars - NISSAN

Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes
240Z / 260Z / 280Z	-78	2dr	RWD	90.7	Headlight covers allowed. Hood bulge allowed.
280-Z 2+2	NA	2dr	RWD	102.6	
280-ZX	79-	2dr	RWD	91.3	
240-SX	NA	2dr	RWD	97.5	
240-SX S13	NA	2dr	RWD	97.5	Hood bulge allowed.
240-SX S14	NA	2dr	RWD	99.4	Hood bulge allowed.
300-ZX Z31	-89	2dr	RWD	91.3	Hood bulge allowed.
300-ZX Z32	90-	2dr	RWD	96.5/101.2	Hood bulge allowed.
350Z	NA	2dr	RWD	97.5 / 99.4 /104.3/90.7 /91.3/102.6 /104.3/91.3 /96.5/101.2 / 104.4	Doors may be pinned from the bottom at door bar height. Hood bulge allowed.

Engines - NISSAN								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
SR20DE/VE	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	Unrestricted automotive type	1830	
L24	SOHC	83.0 x 73.3	2380	Alum, Non-Crossflow	2	Unrestricted Automotive type	1950	
KA24E	SOHC	89.0 x 96.0	2389	Alum, Crossflow	3	Unrestricted	1920	
KA24DE	DOHC	89.0 x 96.0	2389	Alum, Crossflow	4		1950	
QR25DE/DD	DOHC	89.0 x 100.0	2489	Alum, Crossflow	4	40mm SIR	2080	Direct injection not permitted.
VQ25	DOHC	85.0 x 73.3	2495	Alum, Crossflow	4	40mm SIR	2130	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.
L26	SOHC	83.0 x 79.0	2565	Alum, Non-Crossflow	2	Unrestricted Automotive type	1950	
VG30	SOHC	87.0 x 77.2	2754	Alum, Non-Crossflow	2	Unrestricted Automotive type	1950	
L28	SOHC	86.1 x 79.0	2760	Alum, Non-Crossflow	2	Unrestricted Automotive type	1950	
L28	SOHC	86.1 x 83.0	2899	Alum, Crossflow	2	Unrestricted Automotive type	2040	
VG30	DOHC	87.0 x 83.0	2960	Alum, Crossflow	4	Unrestricted Automotive type	2140 2230 w/ 40mm SIR	An SCCA approved F.I. kit of OEM origin is allowed. Contact the National Office for part numbers and specs.
VQ30	DOHC	93.0 x 73.3	2988	Alum, Crossflow	4	40mm SIR	2280	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.
VQ35 w/ VQ30 crankshaft	DOHC	95.5 x 73.3	3150.3	Alum, Crossflow	4	40mm SIR	2280	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.
VQ30 w/ VQ35 crankshaft	DOHC	93.0 x 81.4	3317.7	Alum, Crossflow	4	40mm SIR	2280	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.
VG33	SOHC	81.5 x 83.0	3275	Alum, Crossflow	2	40mm chokes or 40mm SIR	2090 2230	
VG33E	DOHC	91.5 x 83.0	3275	Alum. Crossflow	4	40mm SIR	2280	
VQ35	DOHC	95.5 x 81.4	3498	Alum, Crossflow	4	37mm SIR	2280	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.

GT2 Cars - PANOZ					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Esperante GTS	NA	2dr	RWD	107.6	Cars must be prepared to Panoz Esperante GTS specifications and competitors must have a copy of the current GTS rules in their possession. Wheels: (F) 18x10 (R) 18x11. Track (F) 64.0 (R) 67.8. Any tire with a diameter of 17" or 18" may be used provided the tire does not exceed a maximum cross section width of 11.5" in the front and 12.5" in the rear; or may use conventional GT2 tires and wheels per GTCS 9.1.2.F.4.c.10. Internal modification to stock Penske 7500 shocks are permitted. Shock seals are not required. Brakes are unrestricted. Front and rear anti-roll bars are unrestricted.

Engines - PANOZ								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	101.6 x 88.9	5754	Alum, Crossflow	2	Holly 4bbl. 750 cfm #0-4779C. ProForm 67100C throttle body - Panoz part #GTS6-3349 allowed.	2880	Maximum compression ratio of 10.5:1. Fresh air intake air cleaner housing Panoz #GTS9-3348 allowed. Engine seals are no longer being installed; engines must comply with Panoz GTS engine requirements available at http://www.scca.com/clubracing/content.cfm?cid=44722 .

GT2 Cars - PONTIAC					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Fiero	NA	2dr	FWD	93.4	May convert to front engine/rear wheel drive. If OEM engine location is used (i.e. rear-engine) IRS weight penalty is waived. Air cleaner may protrude through engine hatch.
Grand Am	NA	2dr	FWD	103.4	
Sunfire GT	NA	2dr	FWD	104.0	

Engines - PONTIAC								
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Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	86.0 x 94.6	2198	Alum, Crossflow	4		1830	
LE5 Ecotech	DOHC	88.9 x 89.03	2210	Alum, Crossflow	4		1830	GM racing block #XGB615 and cylinder head #XGBH614 allowed.
	DOHC	92.2 x 85.09	2272	Alum, Crossflow	4	Unrestricted Automotive type	1950	
EcoTec	DOHC	88.9 x 94.6	2349	Alum, Crossflow	4		1950	GM racing block #XGB615 and cylinder head #XGBH614 allowed.
	DOHC	90.0 x 94.0	2392	Alum, Crossflow	4		1950	
	OHV	101.6 x 76.2	2471	Iron, Crossflow	2	Unrestricted Automotive type	1810	
	OHV	101.6 x 82.6	2679	Iron, Crossflow	2	Unrestricted Automotive type	1900	
	OHV	89.0 x 76.0	2837	Iron, Crossflow	2	Unrestricted automotive type or 42mm SIR	2080	Factory aluminum cylinder heads allowed.
	OHV	89.0 x 84.0	3136	Iron, Crossflow	2	Unrestricted automotive type or 42mm SIR	2150	
	OHV	92.0 x 84.0	3350	Iron, Crossflow	2	Unrestricted automotive type or 42mm SIR	2090	
	OHV	94.0 x 84.0	3498	Iron, Crossflow	2	Unrestricted automotive type or 40mm SIR	2140	
							2280	

GT2 Cars - PORSCHE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
911 Coupe & Targa	68-	2dr	RWD	89.4	Factory spoiler: 930-512-023-00 & 530-512-021-00 (or kit #930-512-901-01), no reproductions. Windshield may be removed on Targa and a low front hoop roll cage may be fitted.
914-6	NA	2dr	RWD	96.5	Top panels may remain if bolted or pinned. Roof of alt. material allowed. Windshield may be removed and a low front roll cage may be fitted. 75-76 bumpers allowed.
944	NA	2dr	RWD	94.5	
968	NA	2dr	RWD	94.5	
Boxster	NA	2dr	RWD	95.1	Top panels may remain if bolted or pinned. Roof of alt. material allowed. Windshield may be removed and a low front roll cage may be fitted.
996/997 GT3 Cup	996: 98-05 997: 06-09	2dr	RWD	996: 92.5 997: 92.7	Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed and windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs) provided they do not exceed 18x9 F and 18x11 R. Tires per GCR. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31; 997 required gear ratios: Crown wheel and pinion 8/32; 1st gear 12/38, 2nd gear 15/32, 3rd gear 18/31, 4th gear 20/28, 5th gear 23/26, 6th gear 29/27.

Engines - PORSCHE

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	80.0 x 66.0	1991	Alum, Crossflow	2	Unrestricted (2) Automotive type	1900	OEM 2-valve air-cooled heads may be modified to utilize two spark plugs per cylinder. Alt. head: 911-104-302-OR (w/ sealed injector port).
	SOHC	84.0 x 66.0	2195	Alum, Crossflow	2	Unrestricted (2) Automotive type	1900	OEM 2-valve air-cooled heads may be modified to utilize two spark plugs per cylinder. Alt. head: 911-104-302-OR (w/ sealed injector port).
	SOHC	84.0 x 70.4	2341	Alum, Crossflow	2	Unrestricted (2) Automotive type	1900	
	SOHC	100.0 x 78.9	2478	Alum, Crossflow	2	Unrestricted Automotive type	1950	Alt. 4 valve head #944 104 013 03.
	DOHC	85.5 x 72.0	2480	Alum, Crossflow	4	Unrestricted Automotive type	1950	

	SOHC	104.0 x 78.9	2681	Alum, Crossflow	2		2020	
	DOHC	90.0 x 70.4	2687	Alum, Crossflow	4	40mm SIR	2180	
	SOHC	100.0 x 88.0	2766	Alum, Crossflow	2	39mm SIR	2180	
	SOHC	92.0 x 70.4	2808	Alum, Crossflow	2	Unrestricted (2) Automotive type	1900	
	DOHC	104.0 x 88.0	2981	Alum, Crossflow	4	Unrestricted automotive type	2040	
	SOHC	95.0 x 70.4	2992	Alum, Crossflow	2	Unrestricted (2) Automotive type	1950	
	DOHC	93.0 x 78.0	3179	Alum, Crossflow	4	Unrestricted Automotive type	2230	
	SOHC	Unspecified	3200	Alum, Crossflow	2	Unrestricted (2) Automotive type	2030	
	SOHC	Unspecified	3400	Alum, Crossflow	2	Unrestricted (2) Automotive type	2086	
	SOHC	Unspecified	3600	Alum, Crossflow	2	38.5mm SIR	2160	
	SOHC	Unspecified	3600	Alum, Crossflow	2	Unrestricted automotive type	2140	
	SOHC	Unspecified	3800	Alum, Crossflow	2	39.5mm SIR	2140	
	SOHC	Unspecified	3800	Alum, Crossflow	2	Unrestricted automotive type	2380	
	DOHC	100.0 x 76.4	3598	Alum, Crossflow	4	OEM fuel injection w/ stock, unmodified throttle body	996: 2730 997: 2775	996 and 997 Porsche Cup cars only.

GT2 Cars - SUNBEAM

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Tiger	NA	2dr	RWD	86.0	Windshield may be removed and a low front hoop roll cage may be fitted.

Engines - SUNBEAM

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	96.5 x 72.9	4265	Iron, Cross-flow	2	Ford C30 FAB, C30F-9510E, C40F-9519-1E*	2280	Cylinder Heads: Any Ford 260, 289, or 302 Windsor V-8 cast-iron production cylinder head, delivered on U.S. model cars or trucks, and bearing unmodified factory casting numbers beginning in C, D, E, or F are allowed. Competitor shall be able to provide documentation from the manufacturer identifying application(s), displacement, engine family, and casting identification. Ford Motorsport engine blocks P/N M-6010-A50, & M-6010-B50 and M6010-BOSS302 are allowed.
	OHV	101.6 x 72.9	4728	Iron, Cross-flow	2	*Manifold: Stock Sunbeam Tiger manifold only. Holley P/N 0-80507-1 (390 CFM) on unrestricted manifold. A restrictor plate between the carburetor and plenum is mandatory for cars running the 390cfm carburetor: 0.060" flat steel or aluminum plate with four (4) 1.15" 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.	2280	

GT2 Cars - TOYOTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Celica incl. GTS	82-89	2dr	FWD	99.4	

Celica incl. GTS	90-05	2dr	RWD	93.7 /99.4	RWD only. Hood bulge permitted with no openings for 2000-2005.
MR-2	91-95	2dr	RWD	94.5	No factory rear spoiler/wing. Fuel cell may be relocated to front trunk area. 3S front engine/rear drive conversion @ 1950 lbs.
Solara	00-	2dr	FWD	107.1 / 102.4/97.0	
Supra	NA	2dr	RWD	94.5	

Engines - TOYOTA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3S	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	Automotive type sidedraft	1830	
5S	DOHC	87.0 x 91.0	2164	Alum, Crossflow	4	Automotive type sidedraft	1830	
2RZ	DOHC	95.0 x 86.0	2438	Alum, Crossflow	4	40mm SIR	2080	
5M	DOHC	83.0 x 85.0	2759	Alum, Crossflow	2	Unrestricted Automotive type	2040	
1MZ	DOHC	87.5 x 83.0	2995	Alum, Crossflow	4	Unrestricted Automotive type or 40mm SIR	2140 2280	
2GR	DOHC	94.0 x 86.36	3594	Alum, Crossflow	4	40mm SIR	2280	

GT2 Cars - VOLKSWAGEN

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Corrado	NA	2dr	FWD	97.3	
Golf incl. GTI	NA	2dr	FWD	97.3	

Engines - VOLKSWAGEN

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	82.5 x 92.8	1984	Alum, Crossflow	4	Unrestricted (2) Automotive type	1860	
	DOHC	81.0 x 90.3	2782	Alum, Crossflow	4	Unrestricted (2) Automotive type	2140	

CLUB RACING BOARD

SCCA Club Racing Board Minutes | December 4, 2012

SPECIAL NOTE FOR THIS ISSUE OF THE MINUTES: There are numerous references to letters #9338, #6831, and #9599 in responses to letters herein. The location of these 3 letters can easily be found by searching for their number in bold red.

The Club Racing Board met by teleconference on December 4, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Fred Clark, Jim Drago, Peter Keane, John LaRue, Mirl Swan, and Pam Richardson, secretary. Also participating were: Todd Butler and Richard Patullo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Ryan Miles, Technical Coordinator, Club Racing. Bob Dowie participated as a guest. The following decisions were made:

SUGGESTED RULES FOR 2014

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 www.clubracingboard.com.

None.

WHAT DO YOU THINK?

None.

MEMBER ADVISORIES

Super Touring

STU

1. #9728 (Marc Hoover) Tire Rule

Thank you for your letter. The 225/45-15 is within .2" in section width of the 245/40-17. The perception is that the competitor is reducing their tire size by "2" tire sizes. The reality is it isn't out of the realistic tolerance of a similar tire for most competitors in the class. The CRB is standing behind the decision to limit the max tire size for STU.

NOT APPROVED BY THE CRB

Formula/Sports Racer

CSR

1. #9730 (Jason Miller) Turbo Charged Engine in D & C Sports Racing

Thank you for your concern. The DSR and CSR rules have already been set for the competition year 2013. As you know, for 2014, DSR and CSR will be combined into a single class SR1, and a new class SR2 will be formed with a performance envelope between SRF and the new class, SR1. Your concerns have been forwarded to both the SR1 and SR2 committees who will be working on the allowed engine induction system methods for both classes. The CRB anticipates a new and very much improved format for Sports Racing Cars beginning in 2014.

FA

1. #9759 (Paul Morrison) Use of Table of Engines

The FA engine table has been set for the 2013 racing season. Thank you for your concern regarding the restriction of engine options in the FA engine table; however, the CRB believes this new table will promote more competitive racing while still leaving open the option for competitors to propose engines not currently in use.

Grand Touring

GT

1. #9419 (Peter Zekert) Allow Slide Type Throttle Plates for Carburetors in GT

Thank you for your request. The CRB has no plans to approve this type of induction.

GT2

1. #9333 (Rick Parker) Windshield Rule 9.3.56

Thank you for your letter. In the notes of the specification line for the GT2 Porsche Cup, it says: "Cars may not be altered in any way except as authorized below." The authorized modifications below this statement say nothing about windshields. The CRB has no plans to make this change.

2. #9430 (Mark Langren) Classify the Base Model Porsche 996 with Aerodynamic Bodywork for GT2
Thank you for your request. 2013 STO rules (note that STO is now part of GT2) allow your requested modifications.

GTL

1. #9337 (Bob Dowie) Adjust 1397 Weight/Remove Restrictor

Thank you for your letter. This engine was recently (October 2012 Fastrack) given a non-SIR/weight option that the CRB wishes to monitor before considering additional changes.

2. #9636 (Bill Blust) Weight Adjustment for Sprite/Midget in GTL

Thank you for your letter. If you include in your calculations that the Spitfire running in GTL must add the 2.5% IRS weight penalty, the Spitfire must run at a minimum weight of 1722 lbs., while the Spridget weighs 1680 lbs.

Improved Touring

ITB

1. #9689 (Dave Gran) Honda Weight Review

Please see response to letter #9599.

2. #9770 (Russ Myers) Weight Reduction for Ford Pinto

Please see response to letter #9599.

3. #9771 (Russ Myers) Re-classify the Ford Pinto

Please see response to letter #9599.

Production

EP

1. #9532 (Dave Kavitski) Add Weight to Above Cars to Equalize EP

Thank you for your request. Slowing cars in EP would erode the historical difference in lap times between EP and FP. As evidenced by race times at the 2012 Runoffs, the cars at the front of the EP field are becoming increasingly closer in times. The car campaigned by the writer of the letter posted a time significantly faster in the race than in qualifying indicating continued improvement in this car.

2. #9632 (Jake Tesch) Allow 240/260 to Use 5 Speed Transmission

Thank you for your letter. This request is contrary to class philosophy. At a minimum, allowing a transmission with additional gears, would require the addition of weight or some other competition adjustment to this car.

3. #9634 (Jake Tesch) Allow Larger Front Brakes for 240 & 260 Datsun Z

Thank you for your request. This car is allowed alternate brakes of a size consistent (based on weight) with those listed for other cars in the class. Additionally, no other problems have been reported with the brakes for this car.

FP

1. **#9338** (Rick Harris) Limited Preparation Aftermarket Rods

Thank you for your letter. This issue has been considered on a number of occasions. The car that is the subject of most of the current letters is the FP level 2 Miata. The failures cited appear to be primarily the result of over revving the engine as a consequence of a missed downshift. Although aftermarket rods may reduce the chance of rod breakage, in this situation, they are not a guarantee. There is also the issue that all cars have weak links. Once that part is strengthened and performance increased, there will be another part that is the next weak link. This type of incremental creep is what hurt production previously (before the advent of level two preparation rules). This is not a situation where the stock rod is inadequate for competition. It functions well other than in situations where the engine is over revved significantly. The CRB remains open to allowing an aftermarket part on a particular car where the stock part required by the rules is incapable of withstanding the stresses of competition.

2. #9691 (Inness Eisele) Reduce the Weight of the 1991 BMW 318

Thank you for your request. This car was just recently classed in its current configuration and the CRB will continue to monitor its performance.

HP

1. #9102 (Keith Church) Allow Aftermarket Rods on LP Engines

Thank you for your letter. This issue has been raised several times in the last few years; however, to date, there has been no showing of overwhelming support for this rule change. One of the concerns of the CRB is that allowing one such aftermarket component will lead to requests for other aftermarket parts, with the ultimate result of significantly increasing costs.

2. #9722 (Dick Gagliardi) VW Scirocco Weight Adjustment

Thank you for your request. The rule change allowing electronic fuel injection is relatively new. The performance of cars using the original mechanical injection compared to cars using electronic injection will continue to be monitored to determine if an

adjustment is warranted.

American Sedan

1. #9539 (Tom Campbell) Alternate Connecting Rods

Thank you for your request. Allowing aftermarket connecting rods for Restricted Preparation American Sedan cars is not within the class philosophy. The CRB has no plans to make this change.

Touring/Showroom Stock

T

1. #9646 (Mark McCaughey) Prohibit the Use of Flat Plate Restrictors in Touring 4
Thank you for your request. The CRB has no plans to ban flat plate restrictors in T4.
2. #9647 (Mark McCaughey) Release Restrictor Data to Member When Implemented
Thank you for your request. The CRB has no plans to do this.

T2

1. #9679 (William Moore) New Touring Rules

Thank you for your request. When a car is classified in Touring, the OEM aerodynamic package that comes stock on that classified car is permitted. Allowing non-OEM aerodynamic packages for cars that do not come with them is outside the philosophy of Touring. Such OEM packages are taken into consideration for the car's overall performance capability when classifying the car. The CRB has no plans to change this philosophy for Touring.

T3

1. #9635 (Philip Royle) ECU Allowance in Touring

Thank you for your request. The CRB has no plans to allow piggyback ECU systems in Touring, as it is outside the philosophy of the Touring class structure.

SSB

1. #9536 (Stan Czacki) Camber

Thank you for your request. Some of the cars in T4 cannot get to -3.0 degrees of camber. Therefore, the CRB has no plans to make this change.

B-Spec

1. #9126 (Peter Schwartzott) Section 9.1.7 27.A Exhaust Double Standard

Thank you for your letter. The B-Spec manufacturers do not support this change. The CRB has no plans to make this change.

2. #9619 (Larry Mongillo) B-Spec Car

Thank you for your request. Only the Kia Rio 5 is classified in B-Spec.

PREVIOUSLY ADDRESSED

Formula/Sports Racer

FV

1. #9640 (Jess Valentine) Allow Aftermarket Pistons

Thank you for your letter. Please see the response to letter #8420 (Technical Bulletin).

Grand Touring

GTL

1. #9200 (Charles Leonard) Allow Cross-Flow Head for Mini
Thank you for your request. This was taken care of in the November 2012 Fastrack, letter #8971.

2. #9676 (Bill Blust) Allow Body Modification for Tall Drivers in a GTL Mark1 Sprite

Thank you for your letter. Per the GTCS, the interior bulkheads may be modified or removed in GT.

Improved Touring

ITA

1. #6988 (Ralf Lindow) Corrections

Thank you for your letter. Please see the December 2012 Technical Bulletin, letter #9201.

Production

EP

1. #9802 (Bill Blust) Weight Reduction on Spridget

Thank you for your letter. Please see the response to letter #9397, December 2012 Fastrack.

HP

1. #9765 (William Trainer) 8v 1.8L VW Engines May Utilize Any O.E. Throttle Body
Thank you for your letter. Please see response to letter #9797 (Technical Bulletin).

2. #9847 (William Trainer) Proposed HP Golf Compression Change #9328
Thank you for your letter. Please see the response to letter #9797 (Technical Bulletin).

Touring/Showroom Stock

T

- #7860 (Cheyne Daggett) 2013 Changes
#7896 (Mark McCaughey) Proposing Additional 'Class 4' Cars
#7897 (Mark McCaughey) Addition of XRS to the Proposed 'Class 3'
#8335 (Joey Wang DeFilippis) Follow-up to: Changes to Mitsubishi Evo for 2013 Class Consolidation
#8393 (Bob Henderson) Classify the 2013 Toyota Scion FRS
#8508 (Mark McCaughey) 2013 Classification of Scion FR-S in SSB
#8519 (Scott Ewing) Allow JCW GP Front Fascia

Please see the response to letter #6831.

2. #8875 (Cheyne Daggett) Adjustments During the Season
Thank you for your letter. The SCCA recognizes the extensive changes to Touring for 2013 and will make needed changes on a case by case basis during the year.

- #8906 (David Mead) Allow alt Driveshaft Source for T2/T3 Mustangs
#9033 (Christopher Childs) Reinstate the Open Sway Bars and Springs
#9082 (Chris Dryden) Allow Alternate Suspension on the MX-5
#9359 (John Steflik) Please Class this Car - Scion FR-s / Subaru BRZ
#9559 (Barry Brown) Add 99 Honda Civic Si to T4?
#9752 (Patrick Womack) Review the Z4M coupe

Please see the response to letter #6831.

T1

- #8451 (Cheyne Daggett) Allow Clone Boss Mustang in T1
#8504 (Marty Grand) Allocations for Evo T1 Placement
#9065 (Joe Aquilante) Recent Proposed T1 rules for 2013

Please see the response to letter #6831.

T2

- #7294 (Jeffery Kettman) VTS Submission Part 2 (2012 Camaro)
#7296 (Jeffery Kettman) VTS Submission Part 1 (2012 Camaro)
#8111 (David Muramoto) Spec Line Request (350 Z Nissan Motorsports Springs)
#8330 (Joey Wang DeFilippis) Changes to Mitsubishi Evo for 2013 Class Consolidation
#8543 (Cheyne Daggett) Proposed Spec for the 2011-13 Mustang V6 in 2013
#8912 (Cheyne Daggett) Allow Alternate Bushings for Mustang
#9442 (Christopher Childs) Allow the 996 Porsche More Front Camber
#9448 (Christopher Childs) Springs and Sway Bars
#9457 (Jim Leithauser) E46 M3 & MZ4 Coupe Weight Reduction
#9458 (Jim Leithauser) MZ4 Tire Size

Please see the response to letter #6831.

T3

- #8279 (Chris Dryden) Allow Cold Air Intake on the 06-08 MX-5
#8476 (David Mead) Allow 275 Tire on Mustang V6
#9084 (Steven Taake) Grant Alternate Suspension on the (NC) Mazda MX-5
#9085 (Steven Taake) Allow the NC Mazda MX-5 to Remove Catalytic Converter
#9086 (Steven Taake) Please Allow the 06-08 Mazda MX-5 a Cold Air Intake
#9331 (Robert Schader) In Need of Additional Parts

Please see the response to letter #6831.

SS

- #9513 (Keith Jones) SS-T4

Please see the response to letter #6831.

SSB

1. **#6831** (Joe Aquilante) Classify the 2012 Subaru BRZ

Thank you for your letter. Your changes were taken into consideration for the 2013 classing structure.

2. #8205 (Stan Czacki) Catch Up Adjustments

#9083 (Chris Dryden) Allow the MX-5 to Remove Catalytic Converter

#9486 (Mark McCaughey) Approve TRD parts for 2013 Scion FR-S

#9488 (Lee Niffenegger) Reduce weight of 2012-up Civic Si and Add New Springs Part Number to Specification Line

#9537 (Stan Czacki) Eliminate Catalytic Converters

Please see the response to letter #6831.

SSC

1. #9435 (Ali Naimi) Work on Getting SSC cars into the New T3/T4

Please see the response to letter #6831.

2. #9564 (Ali Naimi) Headers and Catalytic Converter Mazda 3

Thank you for your request. The CRB has researched your tuning dilemma and found solutions on the internet. In addition, other changes have been made to improve the competitiveness of your car. Please see the approved ruleset for your Touring class at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

NO ACTION REQUIRED

Formula/Sports Racer

S2

1. #8821 (Erik Skirmants) Add ESR to S2 Class

Thank you for your letter. With the proposed new SR2 and SR1 classes for 2014 and the current S2000 class becoming a regional only class at that time, it is anticipated the ESR may well find a better home in SR2.

Grand Touring

GT

1. #9407 (Peter Zekert) SIR Testing at Runoffs

Thank you for your suggestion.

Improved Touring

ITB

1. **#9599** (Ralf Lindow) Reduce Weight of the 85-92 Golf and Jetta by 95 Pounds

Thank you for your letter. The CRB is currently reviewing all of ITB and will consider this car as part of that effort.

Production

1. #9341 (Jesse Prather) Alternate Rods

Please see response to letter #9338.

EP

1. #9345 (Brian Linn) Non-Stock Rods for LP Miata

Please see the response to letter #9338.

FP

1. #9339 (Dean Manion) Alternate Connecting Rods for Miata/Capri

#9340 (Frank Fisher) Connecting Rods

#9342 (Donald Ahrens) Allow a Stronger Rod for Miata Motor

#9343 (Serge Lentz) OEM Rods

#9344 (Frank Churruca) Aftermarket Connecting Rods for Miata

#9346 (Ken Nesbit) Alternate Rod

#9349 (Weber Manning) Allow Alternate Racing Rods for FP Miata

#9354 (Michael Froh) FP Miata connecting rod issue

#9358 (Jess Heitman) Alternate Connecting Rods

#9361 (Eric Prill) Alternate Rod Request for Miata

#9380 (Phil Harris) Stock Rods in LP

#9386 (Jeffrey Norris) Allow Aftermarket Rod for Miata 1.6

#9451 (Sean Powers) Aftermarket Connecting Rods

#9511 (Sam Henry) Allow Alternate Rods in Limited Preparation

#9531 (Fred McConnell) Request for Alternate Rods in Limited Preparation Cars

#9597 (David Mead) Support for Aftermarket Rods

Please see the response to letter #9338.

2. #9538 (Tom Campbell) Clarify Undertrays with Air Dams

Thank you for your letter. The rule that permits air dam supports (GCR 9.1.5.D.9.a.9.) allows undertrays that do not extend aft of the forward most part of the front fender opening. The rule is adequate as written.

HP

1. #9648 (Bob Hess) Allow Aftermarket Rods for the 1275 BMC LP Engines

Please see the response to letter #9338. Additionally no prior problems have been reported with the rods in this engine.

2. #9674 (Meredydd Francke) Against Forged Rods for H Production Limited Preparation

Please see the response to letter #9338.

3. #9763 (Ron Bartell) #9684 Lightening of the Valance/Front Bodywork on a Spridget

Thank you for your letter. The CRB cannot provide an interpretation of the rules that is binding. However, the rules as written allow the lightening of the components referenced in the letter limited only by the requirement that the components cannot be lightened so significantly that they require additional support.

Super Touring

STU

1. #9830 (Colin Cohen) Clarification of Restrictor/Weight Classification

Thank you for your letter. Table A specs are allowances, not requirements. If you choose to run an allowance listed in Table A, you are subject to any listed restrictions. In the case of the Audi A4 turbo, if you choose to run the IHI VF30 turbo then you must run the TIR listed in the notes on that line. If you continue to run the stock turbo or the "allowed" K04 turbo then you must run the TIR per GCR 9.1.4.2.J.3.

STL

1. #9734 (Eric Rosenberg) Need to Know Where This Car Would Be Classified

Thank you for your letter. The K20A is a JDM engine. Please submit a classification for this engine. The CRB will then be able to determine whether or not to classify this car with this engine.

Touring/Showroom Stock

SSB

1. #9725 (Rick Shively) Clarification of Wheel Choice

Thank you for your inquiry. For 2013, there is no longer an SSB class. Your car is a limited preparation T4 car and as such, must run stock wheels unless otherwise specified in its specification line.

SSC

1. #9620 (Jason Isley) Exhaust/Sway Bar?

Thank you for your request. Removal of the catalytic converter requires a replacement pipe the same diameter as the inlet/outlet of the factory catalytic converter. The sway bar allowance permits fabrication of a sway bar up to the maximum diameter specified.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2012

NUMBER: TB 13-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2013 unless otherwise noted.

GCR

1. #9762 (dave wheeler) Clarify wording on seat belt mounting bolts.

Change all "SAE Grade 5" references in the GCR to "SAE Grade 5 *or Metric 8.8*".

Formula/Sports Racer

FV

1. #8420 (Phillip Holcomb) Allow 2.0mm piston ring grooves

In section 9.1.1.C.5.C.4, clarify the section by adding as follows:

4. Pistons and wrist pins minimum combined weight without clips or piston rings = 330.0 grams.

a. Piston material shall be cast aluminum with steel inserts.

b. Maximum distance from bottom of wrist pin bore to top of #1 (top) compression ring groove: 1.655 inches (20 mm wrist pin bore assumed).

c. Width of #1 and #2 (compression) ring grooves: .100 +.003 inches or -.023 inches (2.0-2.5mm nominal).

d. Width of #3 (oil) ring groove: .158 +/- .003 inches (4.0mm nominal).

e. Wrist pin offset from centerline: .059 +/- .005 inches.

f. Eccentricity of piston below the oil ring groove: .012 +/- .008 inches. Eccentricity shall be defined as the difference between the largest diameter and smallest diameter measured at the same distance from the crown of the piston and below the oil ring groove.

FE

1. #9682 (Erik Skirmants) Clarify Front Sway Bars.

In section 9.1.1.J.8.f, update the part numbers as follows:

f. Anti-roll bars (sway bars) may be disconnected, but not removed.

Anti-roll bar sizes:

Front .875" OD ±.005"

Top Tee .750" x .135" wall, ±.005"

Top Tee Length: 7.5" maximum end to end

Rear lower stalk .615" Dia. ±.005"

Upper stalk .765" ±.005"

Arm length 5.470" shoulder to shoulder

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

Front

Main Shaft 0.875" OD ±.005" Top Tee .750" x .135" wall, ±.005"

Length: 7.5" maximum end to end

Rear

lower stalk .615" Dia. ±.005"

Upper stalk .765" ±.005"

Arm length 5.470" shoulder to shoulder

Optional: Front rotating blade Anti-roll bars

PN: WM201023 Blade Minimum thickness 0.155" ±.005"

PN: WM201022 0.590" ±.005 Main Shaft Length 6.006" ±.010"

PN: WM201029 0.875 +/- .005" Main Shaft Length 6.006" ±.010".

PN: WM1121008 0.590" Full Bar kit / Cockpit adjustable.

PN: WM1121010 0.875" Full Bar kit / Cockpit adjustable.

PN: WM1121007 0.590" Bar Kit / set screw lock.

FA

1. #7046 (Mark Milazzo) Request to strike incorrect info from GCR

In section 9.1.1.A, Table 2, Pro Star Mazda, change the notes as follows:

“Front Wing - Angle of attack for the front wing (main plane) is fixed. Front wing flaps may be adjusted within the range provided from an original STAR Mazda endplate. Secondary wing flaps may not be altered from STAR Mazda original part. Rear Wings - May be adjusted to include the following: Angle of attack of the lower element. Note: Rear wing endplates must be adjusted to within +/- 5 deg of vertical as measured at the trailing edge of the endplate. ~~All Cars must use all three upper elements. Angle of attack of the upper elements must have a minimum angle of 13 degs measured from the leading edge of the forward element to the rear edge of the trailing element. The zeroing point for checking the angle of the top three elements is the rollover block on the forward edge of the cockpit opening.~~ *All current and past Pro Star Mazda rear wing configurations are permitted.* No gurney tabs. ECU and Shocks shall be sealed as provided by Star Mazda. Engine shall be sealed by the Star Mazda approved engine builder or Daryl Drummond Enterprises, Inc.”

2. #9764 (Steve Sanders (MAZDA MOTORSPORTS)) FC Mazda 2.0 MZR classification in FA for 2013 Classify USF2000 with the Mazda 2.0 MZR engine into FA as follows (No competition adjustments will be made and there is no guarantee that the car will be competitive in FA. Absolutely no guarantee of any further re-classification is offered):

Table 2						
Car	Engine	Wheel Width (in) +/- .060	Aero	Transmission	Weight	Notes:
USF2000	2.0 Liter Mazda MZR	see notes	see notes	see notes	see notes	Car must comply with the current Pro USF2000 rules. Competitor must have the current rules in their possession and present them upon request.

F5

1. #9869 (SCCA Staff) Correct F500 restrictor thickness. In section 9.1.1.E.14, add the following language to the first paragraph:

“Alternate restrictor plate option allowed the Rotax 593 engine part number MA0242SP1063A.”

Grand Touring

GT

1. #9357 (Bobby Lentz) SIR testing for GT In Appendix F, Technical Glossary, Single Inlet Restrictor (SIR), remove section D and add the following testing procedure to the definition:

~~D. Sealing the restrictor from its supply of air must cause the engine to stop within 4 seconds. This check is to be made at an engine speed of approximately 2500 rpm. The sealed airbox must withstand this test. Pressure sensors present inside the intake system must be disconnected during this check.~~

SIR testing procedure:

The inlet side of the SIR can be cleared of debris that would hinder the proper sealing of the designated SIR Ball. The SIR stall test is to be administered with the idle of the vehicle set at 2500 RPM. The competitor must be prepared to set the RPM at a sustained 2500rpm. The competitor may not be inside the vehicle during testing. The competitor should be prepared to perform the test at full operating temperature or cold. Testing should be accomplished with a stopwatch and measured from the time of insertion of the SIR test ball to the time the crank stops moving.

If the vehicle stalls within 4 seconds, the vehicle is deemed compliant of the stall test. In the event of a failed stall test, run the engine to clear any accumulated fuel in the Plenum. At this point, the test is to be repeated two (and only two) more times and it must pass both times.

All parts of the intake system, must withstand all three of the possible stall tests without modification or repair to any part of the system. If the system suffers damage that prohibits the system from achieving a compliant result it cannot be repaired to conduct subsequent tests. The system is to be tested as is and the result is considered “as raced”. It is the responsibility of the competitor to present a system that can withstand every possible scenario that would or could result in a failed SIR stall test.

The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR. Introduction of air behind the SIR by any means is prohibited.

GT1

1. #9433 (Club Racing Board) Classify STO Corvette, Dodge Viper and 996TT into GT1. In GT1, create a new table following the eligible GT1 cars to allow ex-STO cars in GT1 as follows:

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.

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Corvette	6178	2900		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5967	2900		GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6162	2950		GM LS3
	7011	3200		GM LS7
	Chassis-specific notes: Camaro/Firebird: Aftermarket K members are permitted. Corvette: The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. For Pontiac Solstice: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.			
Dodge Viper, incl Comp Coupe, ACR/ACR-X	7990	3300		
	8000	3300		
	8300	3300		
	8400	3400		
	Chassis-specific Notes: OEM fuel tank may be used.			
Ferrari 430	4310	3000		Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7.
Porsche 996 Turbo AWD		3050		Intercooler: ERP Intercooler kit complete with all ducting and components #ERP.DP996TT.1055.S. Body: L.F. fender #ERP.996.031; R.F. fender #ERP.996.032; Front bumper #ERP.996.311; Front splitter 2" #ERP.996.345; Rear bumper #ERP.996.211. Engine: Intake manifold R&L #997.110.619.90; Intake manifold center #997.110.120.53; Throttle body - single #997.110.039.93; Cylinder heads (non Vanos) #996.104.012.94; Intake cams #996.105.235.92 (0.484 lift); Exhaust cams #996.105.245.90 (0.440 lift); Cam housing R. (non Vanos) #996.105.040.91; Cam housing L. (non Vanos) #996.105.039.91; Garrett GT28 turbochargers; 2 - 50 mm TIRs

GTL

1. #9593 (Lans Stout) Wing rule clarifications
In section 9.1.2.14.B, clarify the paragraph as follows:

"The wing shall be mounted with two brackets. Each mounting bracket shall attach to the wing at least 2.0 inches inboard of the endplates. The brackets may protrude through the trunk/deck lid to allow the brackets to be fastened together **and/or to the chassis of the car** beneath the lid."

In section 9.1.2.14.C, clarify the paragraph as follows:

"The entire wing assembly shall be mounted **at least** 6.0 inches below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point."

Improved Touring

ITR

1. #9774 (Michael Sullivan) Classify 07-08 S-2000
In ITR, Honda S2000, (04-06), add the 2007-2009 models as follows:
"Honda S2000 (04-09) (**Exclude CR package**)"

ITB

1. #6989 (Ralf Lindow) 85-92 Golf and Jetta brake sizes
 In ITB, Volkswagen Golf GTI/GT/GL (85-92), add brake sizes as follows:

*“(F) 239 x 20 ventilated Disc
 (R) 226 x 10mm Solid Disc or 180mm or 200mm Drum”*

In ITB, Volkswagen Jetta/GL/GLI (85-92), add brake sizes as follows:

*“(F) 239 x 20 ventilated Disc
 (R) 226 x 10mm Solid Disc or 180mm or 200mm Drum”*

Production

HP

1. #9484 (Mark Brakke) Classify Fiesta in HP
 In HP, classify the 2012-2013 Ford Fiesta as follows: see attached language

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>Ford Fiesta 2012-2013</i>	<i>2</i>	<i>2026 * 2077 ** 2127</i>	<i>4 Cyl. DOHC</i>	<i>3.10x3.20</i>	<i>97.4 c.i.</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 1.19 (E) .96</i>	<i>Fuel injection</i>	<i>98</i>	<i>61.9/61.9</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Ford fiesta 2012-2013</i>	<i>15x7</i>	<i>5</i>	<i>(F) 10.2 vented (R) 7.99 drum</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .390”.</i>

2. #9797 (William Trainer) Throttle Body
 In HP, Volkswagen Rabbit Cabriolet 1780, Volkswagen Rabbit GTI 1780 (83-84) and the Volkswagen Scirocco 1780 (8-valve) (83-88), add to the notes as follows:

“Use of manufacturer’s 52mm throttle body permitted. Intake manifold inlet may be matched to throttle body mating surface to a depth of no more than one inch.”

Super Touring

STU

1. #9365 (Thomas Martin) Proper procedure for non-USDM engine approval
 In section 9.1.4.G, make the following changes to the paragraph:

Change the second paragraph, beginning with “The chosen engine...” to become sub-section “2.”.
 Change third paragraph, beginning with “Engine from vehicles not available in a car...” to become sub-section “3.”, and move all others down accordingly.

In new section 3 (currently, the third paragraph), delete the following:
 “Engines from vehicles not available in a car delivered in North America will be considered and approved on a case-by-case basis for use in ST. For an engine to be considered, a member must submit to the GRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out. Copies of the appropriate factory shop manual are also useful for this consideration. Any deviations from the STCS that will be required for installation (e.g., trans adapter plate, alternate intake manifold, etc) must be noted in the “Requested Non-Stock Allowances” section, otherwise they will not be allowed. Once this information is received and considered, any approved engines will be noted in a separate table within the STCS.”

Replace the above struck through language with the following:
“For an engine to be considered, a member must submit a classification request to the CRB with the following information:
a. Detailed request of the chosen engine (e.g., Honda K20A)
b. Make and model of car from which the engine originates (e.g., 2007+ JDM Honda Civic Type-R (FD2)
c. Manufacturer-stated power output specifications (e.g., 222hp@8000 RPM, 159ft-lbs torque@6000RPM)
d. Vehicle Technical Specifications (VTS) form (see scca.com to obtain a copy) with all engine-related parameters filled out.
e. Copies of the appropriate factory shop manual (PDF and/or scanned to PDF) with all pages relevant to the specifications of the chosen engine.
f. Detailed list of any required/desired deviations from the STCS that will be required for installation (e.g., trans adapter plate,

alternate intake manifold, etc.) noted in the "Requested Non-Stock Allowances" section of the VTS.

g. Once this information is received and considered, any approved engines will be noted in a separate table within the STCS.

h. Note that unless otherwise approved and specifically listed in the table, all specifications of the engine (e.g., parts prep, valve lifts, compression ratio, etc.) must meet all STCS specifications."

2. #9864 (ST Committee) Correction the Pontiac Solstice weight and restrictor.

In STU, Pontiac Solstice/Saturn Sky, change the restrictor from ~~35mm~~ to **34mm**.

ST

1. #9705 (ST Committee) Correct rotary powered cars weight.

In section 9.1.4.3.J.2, change the rotary weights as follows:

The Mazda 12A is permitted at **2150** lbs.; Mazda 13B is permitted at **2589** lbs.; no porting is permitted in either engine. The 5th and 6th intake port actuators and valves may be removed or disabled. The Mazda Renesis engine is permitted at **2970** lbs. ITA and ITS RX7 can compete in STL at their listed IT weights.

American Sedan

None.

Spec Miata

1. #9362 (Mike Rossini) Allow alternate rod and main bearings

In section 9.1.8.C.1.c.2, clarify the paragraph as follows:

"Main and rod bearings must not be modified in any way. OEM *and non-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."

Touring/Showroom Stock

T

1. #9644 (Mark McCaughey) Add 00-05 Toyota Celica GT in Touring 4

In T4, classify the 00-05 Toyota Celica GT, copy all pertinent info from current SSC spec line with the following exceptions:

Weight ~~2530~~ **2400**

Add the following allowances to the notes:

"Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. Any spring up to a maximum spring rate of 800 pounds may be used. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed."

2. #9686 (Jim Leithauser) BMW Restrictor size

In T3, BMW Z4 M coupe (2007), change the restrictor from ~~45mm~~ to **48mm**.

3. #9745 (T-SS Committee) Suspension rules

In section 9.1.10.D.5.b, correct the following paragraphs:

~~c. The placement of the spring shall remain as stock. The distance between the lower mounting bolt, or other system of attachment, to the bottom of the spring as it sits on the perch shall be the same as stock. *Minimum ride height is 4.5" inches, to be measured without driver at the lowest point of the rocker panel, but not to include welded seams or fasteners.*~~

~~d. Suspension geometry and range of travel shall not be altered.~~

4. #9746 (T-SS Committee) Intake rule

In section 9.1.10.D.1.b.1, clarify as follows:

"Air filter(s) elements (only) may be substituted. *Unless listed on individual spec line.*"

5. #9747 (T-SS Committee) Catalytic converter

In section 9.1.10.D.h.1, clarify the paragraph as follows:

"All cars classified in Touring (*unless specified on spec line*) may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged. All Touring cars may replace any part of the exhaust system beyond the catalytic converter(s), provided:"

6. #9748 (T-SS Committee) Suspension omission

In section 9.1.10.D.5.a.1, clarify as follows:

~~“Adjustment is permitted with a maximum negative camber of 3 degrees.”~~

1. T1, T2, T3 only- A maximum of 3.0 degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only.

2. T4 cars: A maximum of 2.5 degrees of negative camber is allowed on front and rear suspensions.

7. #9750 (T-SS Committee) Missing verbiage for brake duct rule

In section 9.1.10.D.6.a.5, add the following:

“Fender liners may be modified solely for routing and attachment of brake ducts.”

8. #9781 (T-SS Committee) SSB notes to stock configuration

Add the following notes to the spec lines of the T4 cars that were moved from SSB:

“The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below.”

9. #9782 (T-SS Committee) T4 - minimum wheel weight

Add the following to the notes of the T4 cars that came from SSC:

“Aftermarket wheels at a minimum weight of 15 lbs. each are allowed.”

10. #9807 (T-SS Committee) Increase the Weight of the Celica GTS in T4.

In T4, Toyota Celica GTS (00-05), change the weight from 2725 to **2800**.

11. #9809 (T-SS Committee) Honda S2000

In T3, Honda S2000 (all) (00-09), change the wheel size from ~~18 x 8.5~~ to **17 x 8.5**.

12. #9810 (T-SS Committee) Parking brake removal

In section 9.1.10.D.h.6.a, add a new section 7:

“Parking brakes, mechanisms, and actuating components may be removed.”

13. #9848 (T-SS Committee) Correct error in wording in T4 Miata notes

In T4, Mazda MX-5/Miata (99-00) Mazda MX-5/Miata (01-05) make the following change to the notes:

~~“Rear sway bar must use middle hole.”~~

T2

1. #9628 (T-SS Committee) Allow restrictor placement in front of throttle body.

In T2, Porsche 997, add to the notes as follows:

“Restrictor must be placed in the front of the factory throttle body manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.”

In T2, BMW E92 M3, add to the notes as follows:

“Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.”

2. #9779 (John Buttermore) Allow restrictor in front of the Corvette throttle body.

In T2, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12) and Chevrolet Corvette Z06 (2006-2012), after the LS3 restrictor plate requirement in the notes, add the following language:

“and must be placed in the front of the factory throttle body manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.”

3. #9808 (T-SS Committee) Bushing allowance for T2 cars

In section 9.1.10.2.d.5.c.1, correct as follows:

“All T2 cars are allowed to replace OEM upper and lower A-arm bushings with polyurethane or delrin bushings.”

4. #9896 (T-SS Committee) remove redundant restrictor sizes

In T2, Pontiac Solstice GXP Coupe / Convertible (07-09), remove inlet restrictor as follows:

~~Turbo Inlet restrictor 43 mm.~~

In T2, Mitsubishi Lancer Evo X / GSR / MR (08-11), remove inlet restrictor as follows:

~~Turbo Inlet restrictor 45 mm.~~

B-Spec

1. #9533 (Lee Niffenegger) Addition of Front Helper Spring for Bearing Durability

In B-Spec, Honda Fit (09-12), add to the notes as follows:

“51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted.”

2. #9894 (T-SS Committee) update B Spec from VIR testing

In B-Spec, make the following adjustments:

Chevy Sonic: ~~2800~~ 2650 lbs., ~~34mm~~ 37mm restrictor

Kia Rio: ~~34mm~~ 35mm restrictor

Fiat 500: add to the notes as follows: *“Cold air intake allowed.”*

Honda Fit: ~~2500~~ 2575 lbs.

3. #9895 (T-SS Committee) correct 350 and 370 Z spec lines

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change the weight as follows:

DE Motor: ~~3200~~ 3300 lbs.

HR Motor: ~~3275~~ 3400 lbs.

In T3, Nissan 350Z Track/ Touring/Standard/ Nismo (03-08) Spec 350Z Spec change the weight as follows:

DE Motor ~~3250~~ 3350 lbs.

HR Motor ~~3350~~ 3450 lbs.

In T3, Nissan 370Z (09-11) / 370Z NISMO Edition (09-11):

Weight: ~~3275~~ 3400 lbs.

Restrictor ~~38~~ 47mm

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

George E. Hulse vs. SOM COA Ref. No. 12-22-NE

November 24, 2012

FACTS IN BRIEF

Following race #2 on Sunday, November 21, 2012 at New Jersey Motorsports Park, Frank Sanchez, ASR #6, protested George Hulse, driver of SPO #9, for dangerous driving in violation of 2012 GCR 2.1.4, at the start of the race, resulting in a multi-car incident.

The Stewards of the Meeting (SOM), John Bornholdt, Russ Gardner and Peter Klein, Chairman, held a hearing, heard witnesses, viewed videos, and found Mr. Hulse in violation of GCR 2.1.4. Mr. Hulse's competition privileges were suspended for 9 months to be followed by 6 race event probation. Six (6) penalty points were assessed against his competition license. Mr. Hulse appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on November 8, 15, and 19, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from George Hulse received October 29, 2012.
2. Official Observers Report, related documents, and three (3) videos, received November 2, 2012.
3. E-mail statement from John Bornholdt (SOM), received November 5, 2012.
4. E-mail statements from Russell Gardner (SOM), received November 5, 2012.
5. E-mail statement from Peter Klein (CSOM), received October 31, 2012.
6. Video from Mr. Hulse's in-car camera, received October 29, 2012.

FINDINGS

In his appeal Mr. Hulse asserts that at the start of the race he accelerated from his 6th grid position up through the pack and had the #32 Corvette of Joe Aquilante on his left. He had passed car #3 ITE Subaru of Kurt Rezzetano who was on his right and fading behind. Mr. Hulse stated that Mr. Aquilante's Corvette gave him a push to the right at which time he lifted off the gas and the Subaru #3, still having a full head of steam, tried to re-pass on his right side, misjudged the distance, and hit the leading edge of his right rear wheel. This damaged the suspension and caused Mr. Hulse to lose control and hit the inside wall.

The Court of Appeals reviewed the videos in the case, including the in-car video of Mr. Hulse that was not viewed by the SOM. The video evidence refutes Mr. Hulse's statement of the Subaru attempting a re-pass. The videos also do not indicate contact by Mr. Aquilante's Corvette. The COA concurs with the SOM on their conclusion that Mr. Hulse was responsible for the incident.

The SOM acted properly in hearing the case and the penalty was within their authority.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Hulse's appeal is well founded and his appeal fee, less the administrative costs retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Wren Keith vs. Review Committee

COA Ref. 12-24-RI

November 29, 2012

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On or about November 5, 2012, Mr. Wren Keith requested a Rules Interpretation pursuant to 2012 GCR 8.1.4. His request was captioned "Radon Compliance Review" and sought a ruling on various components of the Radon Rn.10 formula car. This request involved various provisions of 2012 GCR 9.1.1.B, 9.1.1.D, 9.4.5. and other pertinent sections.

Specifically Mr. Keith asked for a compliance ruling on the following:

1. The rear roll hoop bulkhead location of the Radon Rn.10 FC car.
2. The meaning of "non-ferrous" in the chassis rules section. Per Mr. Keith, Radon Sport has argued that their carbon shock mount brackets are permissible per GCR 9.1.1.D.7.d. Per 2012 GCR 9.1.1.B.1., FC rules section, the use of carbon fiber is prohibited.
3. Front impact attenuation device construction – Per Mr. Keith the Radon, along with several other formula car manufacturers, does not have a front crush structure that meets any of the GCR criteria.
4. Diffuser design – That is, how the rules governing diffuser construction for FC given in the FF rules under 2012 GCR 9.1.1.D.8., GCR 9.1.1.D.8.c. are to be interpreted.

Mr. Keith submitted pictures of a Radon Rn.10 FC and drawings to illustrate his questions.

Jim Averett, National Chairman of Stewards, appointed Dan Hodge, Jim Rogaski, Don Denomme, Jim Christian, and Costa Dunias, Chairman, to a Review Committee to assess and respond to Mr. Keith's request. The Review Committee held a hearing, reviewed the documentation provided by Mr. Keith (Radon specific drawing, pictures, assertions, and other renderings), sought expert advice from the Club Racing Board and SCCA Technical staff, and issued a ruling.

The Review Committee noted that GCR 8.1.4. limits reviews under this provision to the competitor's own car or components from the competitor's own car. The Review Committee Chair acknowledged that Mr. Keith's request was not in agreement with 2012 GCR 8.1.4., but decided to provide a ruling to assist him in his FC car construction efforts. The Review Committee concluded Mr. Keith was actually requesting a clarification of GCR Section 9.1.1.B, 9.1.1.D, 9.4.5. and other pertinent sections of the 2012 GCR. The Chairman further stated the ruling made no direct reference to the compliance or non-compliance of any Radon Rn.10 component.

This decision was forwarded to the Court of Appeals (COA) for review as called for in 2012 GCR 8.1.4.A.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Rick Mitchell, Jeff Niess, and Michael West, Chairman, met by conference call on November 29, 2012 to review, hear, and render a decision on the report of the Review Committee.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Compliance Review request from Wren Keith
2. Review Committee report received November 20, 2012
3. Emails from Costa Dunias, Review Committee Chairman, November 27 and November 28, 2012
4. Email response from Wren Keith, received November 26, 2012
5. Wren Keith's email response to a question from the COA, received November 30, 2012

FINDINGS

2012 GCR 8.1.4. enables a member to request a determination on the compliance of his vehicle or its components through the Club Racing Department. Mr. Keith's request is titled "Radon Compliance Review." His opening paragraph states he is writing to request a review of the compliance of the Radon Rn.10 FC car in four areas. He goes on to say that he is concerned about the legality of the Rn.10 FC under the 2012 GCR. He concludes this paragraph with, "I am currently constructing an FC car, and have some rules related issues where I want to make sure that I understand the interpretation. Mr. Keith then presents his questions and concerns using numerous pictures, descriptions, and drawings of a Radon Rn.10 FC. The majority of his entreaty specifically questions the compliance of the Radon Rn.10 FC car.

On November 30, 2012, Mr. Keith confirmed he does not own a Radon Rn.10 FC.

Based on the wording of Mr. Keith's request (Radon Compliance Review), that the car in question is not his, and his extensive reference to the compliance of the Radon Rn.10 FC components, the Court of Appeals has determined his request was not in accordance with 2012 GCR 8.1.4. He did not request a ruling on his car or components from his car, but the compliance of another competitor's car. Even if we accept his assertion that he sought guidance on GCR specifications, the COA concludes his methodology was a strained interpretation of 2012 GCR 8.1.4. and an improper use of the rule.

The Review Committee was aware that the request was not in agreement with GCR 8.1.4., but chose to accept, hear, and provide a judgment. Their actions were not in accordance with the rules governing Compliance Reviews. The request should have been returned unheard with a notification to Mr. Keith that the applicable GCR section limits the review scope to his car.

DECISION

Mr. Wren Keith's compliance review request was not in compliance with GCR 8.1.4. The COA voids the Review Committee's ruling in its entirety. All copies distributed to parties outside the Court of Appeals and National Chairman of Stewards shall be destroyed. The Review Committee ruling may not be used or cited by any party in any proceedings that may come before any bodies within the Sports Car Club of America. Mr. Keith's request is returned as if it had never been heard or decided. His review fee is returned in its entirety.

CLUB RACING COURT OF APPEALS - 2013 GUIDE

The General Competition Rules (GCR) provides a means for appealing a decision issued by the Stewards of the Meeting (SOM) at a SCCA Club Racing sanctioned event. Following is a brief guide to the Club Racing appeal process. For complete information please see GCR 8.4.

A. Right to Appeal -

1. Any participant or organization named as a party to a protest or Chief Steward's Request for Action, has the right to appeal a decision rendered by the SOM. GCR 8.4.1.
2. The Chief Steward may appeal any SOM decision. GCR 8.4.1.

B. Appeal -

1. Please state your case in writing specifying what decision is being appealed, and the sections of the GCR and/or Supplemental Regulations which are believed to have been administered inappropriately. Include any new evidence not seen by the SOM. GCR 8.4.3.A.1. and 8.4.3.A.2.
2. Your letter of appeal must be sent to the Club Racing Office in Topeka postmarked within ten (10) days of the SOM decision. GCR 8.4.3.A.3.
3. Appeals affecting national points standings for events held **within 28 days** of the Runoffs© have a **48 hour appeal period**. GCR 8.4.8.
4. Your request must be accompanied by a fee of \$175.00, payable to SCCA, Inc. A minimum of \$100.00 of the appeal fee will be retained by the SCCA. Faxed or emailed Appeals must include a Visa or MasterCard account number for payment of the fee. GCR 8.4.3.A.4.

C. Evidence -

1. Your appeal should include all arguments why the SOM decision should be overturned, new evidence, and information you want the COA to consider. The Court of Appeals will not routinely contact you for additional information. GCR 8.4.3.A.2.
2. If you include video evidence, please submit only unedited videos in a commonly available format that can be easily viewed by the Court.

D. Assistance - Your Divisional Executive Steward can supply information if you need help and guidance in filing an appeal. In addition, several Divisions have assigned Stewards to assist individuals with the appeal process.

January 2013

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | November 14, 2012

Participants

Tony, Dave, Chuck, Dick, Kent, Brian, Matt, Bob, Craig, and Roy

Reports

- Approval of Minutes (OCTOBER, 2012)
Approved as presented
- Report from the Safety Committee
Postponed
- BOD director report
Brian McCarthy Presented
- Chairman's comments
Tony Machi Commented

Old Business

- Operations Manual
Dave Deborde presented progress, group discussion followed
- Strategic Plan
Group briefly reviewed status
Focus centered on the promotion and visibility of program
- Rule Changes for 2013
Lengthy review and finalization of the 2013 TT rule changes to be submitted to the BOD.

All new rules for 2013 were discussed, but the majority of time centered on clarification of 2.4 and 2.4.1 (Roles and responsibilities of TTAC Rep, Program manager, and Safety steward),. 3.1.3 E (Allowing more flexibility of vehicles permitted to participate),. 4.6 (Influences of alcohol and drugs),. 10.8 and 11.1 (Required safety gear and vehicle equipment).

Note: Not all items are applicable to all 4 levels of the TT program.

New Business:

- Convention:
Reminder of awards submissions and of anything special for the convention.

Submitted by: R Mallory

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | December 12, 2012

In Attendance

- Deanna Flannagan, Richard E. Patullo, John R. Walsh, Brian R McCarthy, Lisa Noble, Dr. Kent L Carter, Chuck DeProw, Scott Knauf, Matt Rowe, Craig Farr, Jerry Cabe, Matt Yip, Roy Mallory, Tony Machi.

Reports

- Approval of November Minutes is delayed until next meeting after everyone has had a chance to review them.
- Safety Committee updated group on progress to date and on issues particular to safety and differences in relating it's application to the vehicles used in time trial events vs solo / road racing.
- BOD director reported that the 2013 budget was approved and with reductions in insurance costs.

Old Business

- National Convention items included a request to finalize nominations for awards and a request to make voting available online, acknowledgement of the desire (need) to make more time available to get acquainted with each other, and a discussion of the operations manual.
- It was also noted that the drop down menu on the national site still does not recognize time trial activities on the what can I do with my car despite repeated efforts to correct.

New Business

- Discussion of the benefit for us to more formally develop steps leading from Time Trials to Road Racing and to more formally encourage a participants' progress if they so desire.

- Matt Rowe, NEDIV, is leaving the TTAC.
The TTAC would like to formally recognize Matts' efforts and accomplishments and to acknowledge that the Time Trials program would not be the same without his efforts, especially considering that he was the driving force behind the making, writing and interpretation of the rules.
He will be replaced by Matt Yip.
- We wish to announce a changing of the guard with **Jerry Cabe** taking over the chairman position.
The TTAC would like to formally recognize the leadership Tony has offered during his tenure as chairman, thank you Tony for your outstanding guidance and direction during your stewardship.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 28th, 2012

The Solo Events Board met by conference call November 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh 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 1/1/2014

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

RECOMMENDED TO THE BOD

Prepared

#9843 PAC recommendation for GP wheel width proposal

The following previously-published rule change proposal is being recommended to the BOD by the SEB:

Change all listings for Level 1 prep vehicles in class G Prepared such that the maximum wheel width is **8** inches.

This change results in the GP Level 1 prep listings being amended to reflect the maximum wheel width changes, and the resultant maximum track changes, as follows:

Make	Model (variant)	Min Weight (lbs)	Wheels max diam/wid	Valve head diam intake/exhaust (if applicable)	Max Track F/R (in)
	induction system (if appl.) alt spec (if appl.)				
Alpine	A108	1300	16x 8		
	1000	1300	16x 8		
	1100	1300	16x 8		
Austin Morris	Cooper 1275	1470	14x 8		58/58
	Alternate engines (cc):				
	850	1050			
	970, 997, 998	1100			
	1071, 1099	1200			
Austin-Healey	100-4	2200	16x 8	1.73/1.142	54.5/56.5
	Alternate part: louvered hood				
Austin-Healey & MG	Sprite/Midget 948	1125	14x 8	1.10 or 1.16/1.00	52/50.5
	(2) 1.25" SU or 1.25" Stromberg				
	Sprite/Midget 1098	1325	14x 8	1.31/1.16	52.5/51
	(2) 1.25" SU or Stromberg				
	Sprite/Midget 1275	1550	14x 8	1.31/1.16	52.5/51
	(2) 1.25" SU HS2 or 1.5" SU				
	Sprite/Midget 1500	1550	14x 8	1.44/1.17	52.5/51
	(1) 1.5" Zenith CD4, 1.5" Stromberg SD, or 1.5" SU				

Fiat & Bertone				
850 all (inc. Abarth)	1125	14x8	1.146/1.028	51.5/53.5
One Weber 30 DICA downdraft, one Weber 4226434 1.18" pri/1.18" sec, or Weber 34 DMSA 1/100				
X1/9 1290	1500	14x8	1.43/1.21 or 1.23	58.5/59
One Weber 32DMTR (32mm pri & sec) or one Weber 32DATRA/100 (32mm pri & sec)				
X1/9 1498	1650	14x8	1.43/1.31	58/58.5
One Weber 34DMTR (34mm pri & sec) Alt carb: Weber 36DCNF w/ 34mm venturi & manifold adapter				
MG				
MGA Twin Cam	1588	16x8	1.59/1.44	52/53.5
Allowed to replace wood floorboards with metal				
MGA		16x8	1.56/1.34	52/53.5
1500 (1469cc)	1469			
1600 (1588cc)	1588			
1622 (1622cc)	1622			
Alt valve sizes: In 1.50", Ex 1.28" Replace wood floorboards with metal				
MGB, MGB-GT	1798	16x8	1.57 or 1.63/1.3	54/54.5
Morgan				
4/4 Mk 4 2138cc	2138	16x8	1.37/1.19	52.5/53.5
Alternate Specification: Replace wood floorboards with metal				
4/4 Mk V 2138cc	2138	16x8	1.44/1.19	52.5/53
Replace wood floorboards with metal				
Opel				
GT 1900	1897	14x8		61/61
Two (2) 45 mm sidedraft				
GT 1100	1350	14x8	1.26/1.06	54/55
Porsche				
356, except Carrera and 1500, 1600				
	1700	16x8	1.57 or 1.63/1.35	55/55.5
Two 1.5" SU HS-4 or Two SU or Stromberg				
1300	1550	16x8	1.50/1.20	57/56
2 Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				
Saab				
93 & 96 Sedan		16x8		61/61
843cc (2-stroke) 1200				
Sonett		16x8		61/61
1498cc	1600			
1699cc	1800			
Sunbeam				
Alpine		14x8		56.5/55
In valve dia: 1.500 or 1.480 or 1.432 or 1.436" Ex valve dia: 1.210 or 1.180 or 1.172 or 1.176"				
1494cc	1494			
1592cc	1592			
1725cc	1725			

Triumph					
Spitfire 1147	1405	14x8	1.30/1.15		55/54
(2) 1.25" SU or Stromberg					
Spitfire 1296 MkIII	1550	14x8	1.30/1.17		56/55
(2) 1.25" or 1.50" Stromberg or SU or (1) 1.50" CDSE Stromberg or SU					
Spitfire 1296 MkIV	1550	14x8	1.44/1.17		56/57
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU					
Spitfire 1493	1550	14x8	1.44/1.17		56/57
(1) 1.5" Stromberg-type SU or SU					
TR-2 & TR-3	1991	16x8	1.56/1.30		54/53.5
TR-4 & TR-4A (beam axle)	2138	16x8	1.56/1.30		56/55
TR-4A (IRS)	2138	16x8	1.56/1.30		56/55
Turner					
950	1125	14x8	1.10/1.16		51/51
1500	1550	14x8	1.45/1.20		51/51
Carburetion: (1) 28/36DCD22, (1) 32/36DGN, (1) 36DCNF w/30mm choke(s), or (1) 40 DCNF w/ 30mm choke(s)					
Alternate crankshaft: 125 E					

CHANGE PROPOSALS

Stock

#9385 Shock Allowance Comments

Change 13.5.F as follows:

"A hole may be added to an interior body panel *and/or a strut bar* to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through *either* the exterior bodywork *or a strut bar*. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle."

Comment: the rule specifically called out strut bars as not allowed for holes, hence the SAC's interpretation of the rule. This adjustment will allow such holes.

Street Touring

#9887 Z4 Roadster/Coupe in STR

The STAC would like member feedback on the possibility of classing the Z4-based M Roadster and Coupe in STR for 2012 (initial classing). These cars would have the best acceleration in the class, though would be hampered in handling by being among the heaviest.

Street Modified

#8936 Tow Hook allowance

The SMAC agrees that removal of bolt on factory tow hooks and tie downs is within the spirit of the class and not a burden on competitors. The following rule change proposal is provided for member comment:

Add new section 16.1.U as follows:

"U. Bolt on tow hooks and tie downs may be modified, removed, or replaced. Replacement pieces shall serve no other function other than as a tow hook or tie down point, but are not restricted to the original factory location."

#9677 Trucks in SM/SSM Proposal

The SMAC is seeking member input on the possibility of classifying pickup trucks in SSM.

Prepared

#9238 GP Limited Prep Adjustment Proposal

Per the PAC, the following rule change proposal is submitted for member review and comment:

Increase the Appendix A minimum weight for all G Prepared Level 2 cars with 3 valves and 4 valves per cylinder by *150 lbs.* above the currently listed minimum weights.

Comment: Based on multiple years of National Solo event results, it has become increasingly evident that the top Limited Prep cars in GP are out-performing the Level 1 cars. In addition, the performance gap has been increasing, as Level 2 cars become more fully developed. Therefore, the PAC and SEB feel a moderate minimum weight adjustment may be warranted.

Modified

#9251 Rear Spoiler Clarification

Per the MAC, the following change proposal is submitted for member review and comment:

Add new subsection 18.1.F.4.7 as follows:

“7. Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate.”

#9074 F600 in FM Proposal

Per the MAC, the following change proposal is submitted for member review and comment:

In Appendix A, under “Modified Class F (FM)” add the following new subsection B.2:

2. Formula 600

MEMBER ADVISORIES

General

The SEB is recommending to the BOD that Ray Jason be appointed as Divisional Solo Events Steward for the Great Lakes Division.

Stock

#9690 SAC Application

The SEB has approved the appointment of Charlie Davis to the SAC.

Street Prepared

SPAC Openings

The SPAC requests that members interested in serving on this committee submit their qualifications in writing via www.sebscca.com.

The SEB thanks Nathan Whipple and Matt Palombi for their service to the Club as members of the SPAC.

Street Modified

#9735 SMAC Application

The SEB has approved the appointment of Martin Valent to the SMAC.

SMAC Openings

The SMAC requests that members interested in serving on this committee submit their qualifications in writing via www.sebscca.com.

Prepared

#9737 PAC Application

The SEB has approved the appointment of Bryan Hayes to the PAC.

Modified

#7078 MAC Application

The SEB has approved the appointment of Peter Raymond to the MAC.

NOT RECOMMENDED

Stock

#9256 NSX Move to CS Proposal

The SAC believes the NSX meets the current competitive balance of BS.

Street Modified

#9265 Tire Size Weight Adjustment Proposal

The SMAC does not feel it appropriate to put out any proposals affecting SMF weights when a major change was just implemented. SMAC will observe SMF and revisit the topic at a later date.

#9390 SMF Weight Comments

The SMAC does not feel it appropriate to put out any proposals affecting SMF weights when a major change was just implemented. SMAC will observe SMF and revisit the topic at a later date.

Prepared

#9754 Windshield Clarification

The proposed modification is already permissible under Section 17 of the Solo Rules as written.

Modified

#8929 FormulaCross Classing Proposal

The MAC believes the rules for these cars would need to evolve and stabilize in order to form a set of specifications which would serve as a reasonable reference point. The committee is also concerned about the rollover potential of these types of cars as specified; they may be better suited to Rallycross than to Solo events. The committee may revisit this type of car in the future as its specifications undergo further evolution.

#9034 (Wayne Nelson) D/E Mod Proposal

The MAC does not feel that such sweeping changes are necessary at this time.

#9714 DM/EM Classing Proposal

The MAC has reviewed this proposal and prefers at this time to prioritize ruleset stability.

#9715, 9718 Factory Five Racing 818 Classing Proposals

Thank you for the information regarding this kit model. At this time it does not appear that there is sufficient data to determine if the car meets the requirements of 18.1.A.1, but the MAC will welcome the specifications and availability information when it becomes available, and when the kit is in full production. At present the car can run in A Modified under the provisions of 18.4.

OTHER MEMBER INPUT REVIEWED

Stock

#8225 2013 Ford Focus ST Classing Proposal

This vehicle was classed via a Tech Bulletin in the December Fastrack, associated with item #9321.

#8886 RT Classing Proposal

Thank you for your input.

#8998, #9135, #9190, #9258, #9259 RT Comments

Thank you for your input.

#9162, #9163, #9192, #9202, #9317, #9334 MSR/ZOK Move to BS Comments

Thank you for your input.

#9179, #9262, #9267 M3 Move to FS Comments

Thank you for your input.

#9255 Stock Classing Proposal, Street Tires

Thank you for your input.

#9272 Lexus SC300 Move Comments

Thank you for your input.

#9355 Mini Move to GS Proposal

Thank you for your input. This subject will be covered in a forthcoming proposal which is currently being finalized by the SAC.

#9723, #9729 Stock and RT classing Proposals

Thank you for your input. This subject will be covered in a forthcoming proposal which is currently being finalized by the SAC.

Street Touring

#8918 Toyo 195 Comments

Thank you for your input.

#9276 E85 Usage Proposal

This subject is addressed in a proposal which was published in the December Fastrack, associated with item #9305.

Prepared

#9239, #9242, #9243, #9639 GP Limited Prep Adjustment Proposals

The issues raised in these letters are addressed herein by a proposal associated with item #9238.

#9761, #9794, #9835, #9837 GP 8" Wheels and Weights Comments

The wheel width proposal as published has been recommended to the BOD. An additional relevant proposal is published herein with item #9238.

#9528, #9556, #9622, #9736 PAC Applications

The PAC and SEB thank these members for their applications; they will be kept on file for further consideration as openings warrant.

Modified

#6144, #6560, #6561 F600 Proposals

Thank you for your input. A proposal regarding this subject is published herein under item #9074.

#9070, #9189, #9197, #9223 FV to CM Comments

Thank you for your input.

#8659 Restrictor Comments

Thank you for your input. The MAC prefers to proceed with caution at this time, but will be monitoring developments in the class and may consider addressing the 1.4 displacement factor in a future proposal.

#9227 Aero Comments

Thank you for your input. The MAC continues to study this issue.

#9055 FV in CM Comments

Thank you for your input. The MAC notes that the likelihood of creating a new class in the Modified Category is very small, given the pre-existing participation level expectations which accompany such initiatives. Therefore the committee feels it must attempt to make the best use of the classes which currently exist.

#6534, #8533 MAC Applications

The MAC and SEB thank these members for their applications, and the information will be kept on file for consideration when future openings arise.

TECH BULLETINS

Stock

#9542 Chevy Volt Classing

The following new class listing is effective upon publication:

Chevrolet Volt (2012-2013) - HS

#9460 Audi RS5 Classing

The following new class listing is effective upon publication:

Audi RS5 (2010-2013) - BS

Street Touring

#9268 Z4 M Roadster Classing

Add the 2001-2002 model years to BMW M Roadster and M Coupe listing in STR. It will then read as follows:

BMW

M Roadster and M Coupe (1998-~~2002~~)

Prepared

#9322 MazdaSpeed Miata Classing

Per the PAC, '99-'05 Miata chassis are considered "equivalent" for a Mazdaspeed Miata build in F Prepared. The PAC advises competitors to ensure all vehicle sub-systems are in compliance with Section 17 rules.

Comment: The PAC has reviewed detailed manufacturer technical specifications and diagrams, and found the model-year differences between NB-series Miata chassis' to be very minor, and inconsequential in terms of vehicle performance when Prepared modification allowances are applied.

Modified

#9031 Number of Wheels Clarification

The following set of clarification items has been provided by the MAC:

Change 18.4.B.5 to read:

5. All four wheels will be sprung from the chassis. *An A Modified car may have more than four wheels.*

Change 18.4.B.2 to read:

2. Minimum wheelbase is 72 inches, *measured from frontmost to rearmost axle centerline.*

#9252 Radiator Ducting

In response to an inquiry regarding radiator airflow as implemented for specific vehicles in DM, the particular examples provided by the member are not considered to be in violation of 18.1.F.1. Other such configurations would need to be evaluated on a case-by-case basis. Competitors are reminded to heed the cautions of Appendix F with regard to clarifications and advisories.

#9253 Rear Diffuser Clarification

The MAC has provided a set of clarifications regarding this subject, as follows:

Revise the first sentence of 18.1.B.1 to read:

"Bodywork may be modified beyond the allowances of Section 17.2, but must comply with all constraints of 18.1.F; however, the shape of the body must remain recognizable as that of the approved make and model."

and add to the end of 18.1.F.5 as follows:

"The dimensions of underbody modifications, e.g. trunk floor shaping and/or removal, which integrate with and thus contribute to the effect of the diffuser must be counted in determining the overall length of the diffuser (which as stated elsewhere herein is limited to 25 inches)."

#9284 Electronic Devices Clarification

Per the MAC, Section 18.0 (first paragraph) prohibits the use of active (including electronically-controlled) differentials

and stability control units unless they are the unmodified OE systems on the particular model.

#9695 Front End Plate Clarification

Per the MAC, as addressed in 18.1.F.7, end plates may be used with a front spoiler/air dam/splitter assembly, and shall be located at the lateral ends of the splitter portion of the assembly. Ramps which join such an assembly to the front fender flares are only permitted under the conditions specified by 18.1.F.2.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 5, 2012

The RallyCross Board (RXB) met via conference call on December 5. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Bob Ricker): The Safety Steward Training presentation is now available in the Member Login sections under File Cabinet of the SCCA website. Current availability is in a PDF format with a PowerPoint version coming soon.

Ricker reported that the Safety Committee received a number of incident reports during the past month which addressed a couple of mechanical issues, one vehicle contacting a solid object and one rollover. To improve incident reporting Ricker stressed the use of the latest version of the Incident Report and the inclusion of a map of the site and a diagram of the incident. Cashion requested that the Divisional RallyCross Stewards (DRXS) send reminders of these guidelines to their Regions.

The RXB discussed the Safety Steward licensing of Aaron Miller, Rocky Mountain DRXS. Based on his experience, RXB consensus is that he qualified to be a licensed RallyCross Safety Steward. Ricker will sign off on Aaron Miller's licensing once he receives an application.

- RallyCross Rules Committee (Warren Elliott): The BoD has approved the 2013 RallyCross Rules (RXR) changes. An omission of language allowing threaded collars has been discovered within the rule change allowing camber kits for double/unequal arm suspensions in Prepared and will be added to the published version of the 2013 RXR.

Elliott reported that Jon Simmons has tendered his resignation from the Rules Committee and that Keith Lightfoot has requested to be on the committee.

Motion: Accept Keith Lightfoot as a member of the Rules Committee. Hyatt/Ricker. **PASSED unanimously.**

A tech bulletin has been issued clarifying tire allowances in the Stock Category and can be found under Car and Rules of the RallyCross section of the SCCA website. A forum post with the same information has been made a sticky.

- National Championship Committee (Brent Blakely): Blakely reported that Mark Walker from the Nebraska Region has joined the Committee. Cashion suggested a forum post requesting more committee volunteers in general.

The RXB has tentatively scheduled the 2013 National Championship at Tulsa Raceway Park, Tulsa, OK, for October 4-6. Confirmation of this date is forthcoming.

- Marketing Committee (Ron Foley): The 2013 National Challenge scheduling has four Divisions with National Challenge events scheduled—Southwest, April 13-14; Southern Pacific, May 17-19; Northeast, May 17-19; Great Lakes, June 22-23. Other Divisions have been encouraged to schedule their National Challenge events by the first week of February 2013.

Foley stressed that having National Office coordination of National Challenge trophies would help the events feel more important and lend continuity between the events. The RXB discussed how deep the trophies would go and requested feedback from the DRXS.

- Divisional Steward Liaison (Stephen Hyatt): The last DRXS meeting was productive with 8 (6 stewards and 2

deputies) attending. Items discussed include the Safety Steward Training presentation, 2013 National Challenge dates, possible winner subsidies at the National Championship, a request for National Championship class inspections on Saturday morning, and a request for more incident report information and guidelines from the Safety Committee and the RXB.

- Forum Activity: Notable activity on the forums was the discussion of the omission of language allowing threaded collars within the new rule change allowing camber kits for double/unequal arm suspensions in Prepared. This was addressed in the Rules Committee report above.

Old Business

- TripleCross Award details: Winners of the award have yet to be determined. Brian Harmer will send an email each of the nine National Champions requesting results from National Challenge and Regional events. With those results, any TripleCross Award winners will be announced immediately with the awards being presented at the National Convention in March.
- New site acquisition project: The RXB discussed a site acquisition project proposal received from an SCCA member. Coordination work will begin following the Holidays with the goal of a formal proposal meeting a month or two later.
- National Convention sessions and meeting times: Howard Duncan will distribute a preliminary schedule of RallyCross session topics. Finalization of the schedule will be completed at the next RXB meeting in January.

New Business

- 2013 calendar: Dates for the National Championship and National Challenges are being set, as noted above. The National Convention will feature several RallyCross sessions designed to inspire growth of the program. Getting the schedule and other information to the membership will be first priority within the next few months. The Regional programs conference calls will continue in 2013, starting on February 17th. Elliott will use the RallyCross forums to remind the membership of the Rules submission schedule for 2013.
- Convention awards: The RXB is considering nominations for its annual Convention awards—the Dirty Cup, the Divisional Achievement Award, and the Regional Achievement Award. Award recipients will be finalized at the next RXB meeting in January.
- 2013 SCCA season preview article for SportsCar: The editor of SportsCar requested information from the RXB regarding the 2013 RallyCross season for an upcoming season preview article. Cashion requested that Sealander provide a bulleted list of items from this and previous meetings that would highlight the RallyCross program plans for 2013.
- Bob Ricker resignation: Ricker has tendered his resignation as an RXB member pending the appointment of his replacement. A motion was made and passed recommending a replacement.

Next meeting: January 2, 2012

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | December 4, 2012

The RoadRally Board met via conference call on December 4, 2012; called to order at 7:30 pm CDT.

In attendance: Chairman Rich Bireta, Jeanne English, Clarence Westberg, Chuck Hanson, Sasha Lanz, Deena Rowland from the National Office, guests Len Picton and Bruce Gezon; not in attendance: Jim Wakemen, Jr, Howard Duncan from the National Office, and BOD Liaisons Steve Harris and Bob Lybarger.

November minutes approved (Chuck/Sasha/passed).

Rich welcomed new RRB appointees for 2013 Len Picton and Bruce Gezon, who introduced themselves; Len is a longtime SCCA member with widespread experience; Bruce's experience is primarily in road rally, and he wants to focus on growing regional programs. Rich made a motion to thank and express appreciation for their work to outgoing RRB members Eva Ames and Jim Wakemen, Jr.: Jeanne/Sasha/passed. The BOD approved the RRB members and DRRS for 2013.

Old business:

- 1) 2013 Rules Change: Experienced-Based Classes proposal:
Assume this was approved by the BOD; how do we get RRRs updated? Dave Kolb is the 'keeper of the RRRs', Jeanne will notify him to get this updated as well as getting the appendices updated. National GTA points will be listed separately.
- 2) Road Rally Planning Calendar (aka 'Jeanne's calendar'):
This calendar will be placed on the SCCA website in an easier to find location.
- 3) USRRC Future Format:
Rich – current format is targeted at the current competitors, does not serve as a focus for more than the usual national competitors; what if we change it to a Road Rally Festival, with the target audience being first time people; have it be a destination event – e.g. Indy could go to the race track, or auto museums. Clarence – other clubs (mini, alfa, porsche, bmw, mustang, etc) have destination events, e.g. Eureka Springs, Arkansas, that have big turnouts. Jeanne – destination events need rallymasters which likely are not in the destination area; how big a problem is this? Rich – we need to get word out to the rally community, to target new entrants, the format not necessarily national events, not locked in to specific weekend. Len – has been talking to DC region BOD about multi-discipline events based at Summit Point. Bruce – publicity and organization are the key basis for this type of event, if either lacking, the event won't work, we have to have the right people to do this; do we have contacts for other marquee clubs? Sasha – there are 50 forums that he posts on regularly. Rich will draft an invitation outlining what we are looking for.

Committee Reports:

- 1) National Events Committee (NEC) – Clarence:
 - a) Clarence has solicited info from National Event organizers for 2013 events – Ron Ferris has said he will likely do events in June, Dave Head is working on events for October. Len – when is the road rally calendar finalized? Jeanne replied that is calendar is fluid, that events are added throughout the year; we would like to have all events calendared early, but it just doesn't happen.
 - b) Chuck – suggested that all national rallies be on the same weekend every month, so that other events can be on other weekends; Jeanne said that this would be very hard to implement, that often regions have other activities that rallies have to schedule around.
 - c) There was much discussion about setting clocks; some organizers are not doing as the RRRs require; clocks should be set to WWV, lead car should verify the checkpoint clocks are properly set; Bruce said that he does not see this as a problem, why make a big deal of it? Dave Head has submitted a proposal about this (we have read it, but due to time constraints it is being tabled until next month's meeting. We should send a memo to organizers to make sure clocks are set per RRRs.
 - d) Arizona Border has submitted calendar requests for May 31/Jun 1/Jun2 to have two regionals and two nationals; we have the same concerns as for their USRRC proposal; Rich – request denied for same reasons as their USRRC; Chuck – copy to the AZ Border RE; Bruce – don't deny sanction, but insist on them showing that they can meet the organizational requirements; demonstrate they can do

it on March regionals.

- 2) Publicity Committee – Sasha:
 - a) We need to replace Eva as our ‘social media coordinator’ to update the SCCA Forum, our Facebook page, and such; Rich will solicit for someone on the SCCA Forum.
 - b) Official unofficial road rally Facebook page has been renamed as SCCA Road Rally; Clarence has been posting, and activity has gone up.
- 3) Regional Development Committee (RDC) – Rich:

Rich had a productive phone meeting with committee member Patrick Strong, and has scheduled another call with Patrick and Len on Dec 13.

New Business:

- 1) Sessions for 2013 SCCA Convention:

Rich – starting a regional rally program; Jeanne – Road Rally Safety Steward training; Town Hall; Bruce – should we ask Las Vegas Region to put on a rally? problem is getting vehicles; Jeanne will do walking rally; there may be a short presentation to REs; we will have our March RRB meeting.
- 2) Regional and Divisional Awards for 2012:

Deena has National Course & National Tour winners; Bruce has sent out first place awards to class winners; Regional and Divisional awards – we will vote on these at our January meeting, Deena will send us her spreadsheet to look at for suggestions.
- 3) Rules Committee Composition for 2013:

Bruce has expressed interest; Jeanne will ask current members if they want to stay on the committee
- 4) 2014 Rules Changes:

Read the suggested changes that are in the Dropbox, submit comments to the Dropbox, be prepared to discuss them at the convention.
- 5) Weekend Membership Fees: tabled until next month.

Closing:

What’s your one RRB task this month? Bruce – points keeping, Rich – regional meeting, Len – questionnaire for chairmen and rallymasters to get some idea what regions need and how can RRB help; Sasha – weekend membership; Jeanne – minutes earlier; Clarence – focusing on Yucatan.

Meeting adjourned at 9:30 pm CDT

Next meeting Tuesday, January 1, 2013

Respectfully submitted,

Jeanne English, 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

Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

SOLO

40th Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/events/index.cfm?eid=4495>

EVENT CALENDAR: <http://www.scca.com/events/>