

BOARD OF DIRECTORS

SCCA Board of Directors Minutes | January 28, 2013

SCCA Board of Directors held a conference call Monday January 28, 2013 commencing at 8PM CDT. All Directors participated: Dick Patullo, Jerry Wannarka, Robin Langlotz, Steve Harris, Bob Lybarger, Lisa Noble, R. David Jones, Bill Kephart, John Walsh, Phil Creighton, Brian McCarthy, Todd Butler and Michael Lewis. Jeff Dahnert, President and CEO also participated.

Chairman Noble called the meeting to order.

Lewis presented the capital budget requests for 2013. These are normally approved as part of the SCCA Inc. budget in December. However this year Treasurer (Lewis) requested additional time to review proposed capital budget with Staff. It was withdrawn from consideration in December meeting and now presented for approval after review. Budget line items were presented separately and ahead of meeting to BoD for review.

Motion: Lewis/Kephart - To accept the 2013 capital requests as presented and instruct staff to pursue implementation in a timely manner. Approved: 13-0 Unanimous.

Kephart explained that the Colorado Region is seeking flexibility in race format for upcoming races at High Plains. Format flexibility is desired depending on worker count to run same or similar courses and to include PDX -Time Trials run groups. Formal approval was inadvertently missed at the December 2012 BoD meeting and deferred until this conference call.

Motion: Kephart/ Wannarka - That for the May, 2013 Colorado Region SCCA race at High Plains Raceway, the Board of Directors allow the following waivers:

- GCR Appendix B, 1.2.D. to allow the Region to conduct 4 National Championship events.
- GCR Appendix B, 1.2.E. to allow 4 National Championship events at High Plains Raceway.
- GCR 3.1.1.A to allow 4 race groups.
- GCR 3.1.1.B.1 to allow two groups to participate in the same practice session.
- GCR 3.1.1.B.4 to allow simultaneous National and Regional qualifying.

Approved: 12-1. McCarthy - Abstain

RallyCross Board has a vacancy as of late 2012. RXB did not have a recommended appointment at December 2012 BoD meeting. Recommended RXB new member is Jerry Doctor (resume on file). Mr. Doctor's appointment is supported by the SCCA Inc BoD Liaison to RX (Harris) and the Rally/Solo Staff (Duncan).

Motion: Harris/Butler - Appoint Jerry Doctor to RallyCross Board effective immediately. Approved 13-0.

Motion: Wannarka/Lewis - To adjourn meeting. Approved 13-0

Meeting Adjourned 8:45PM CST

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CLUB RACING BOARD

SCCA Club Racing Board Minutes | February 5, 2013

The Club Racing Board met by teleconference on February 5, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Club Racing Technical Services Assistant; David Arken, CRB member nominee; Kevin Fandozzi, CRB member nominee; and Bob Dowie, consultant. 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.

GCR

1. #9563 (Bob Clark) Competition Licensing Renewal Changes

Thank you for your letter. Change Appendix C, 2.2.B.: ~~A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number.~~ *A licensed competitor or a Novice Permit holder may enter one car in multiple groups or multiple cars in multiple groups, but will earn license credit for only one entry for each race group for each sanction number.*

2. #10322 (Club Racing Board) Definition of "Ferrous"

In the GCR, Appendix F. Technical Glossary change: Ferrous - An *metal* alloy containing more than 50% iron. *Non-ferrous - A metal alloy containing less than 50% iron.*

WHAT DO YOU THINK?

None.

MEMBER ADVISORIES

GCR

1. #10326 (Club Racing Board) Log Books in 2013

With many cars moving to different classes due to recent changes in the rules, the CRB wants to make it clear that you may use existing log books for your new class. Simply change the specifications and photos on the front pages of the log book to show the new class.

NOT APPROVED BY THE CRB

GCR

1. #9642 (John Nesbitt) Clarify Relationship Among 5.9.3.C., 7.4.D., and 8.3.3.C.

Thank you for your letter. The rule is adequate and clear as written.

2. #10074 (Darryl Wills) Formula Groupings

Thank you for your letter. The CRB recognizes that this is a Regional concern. All race groups have the potential for multiple classes racing together. Every Region deals with these issues on a per race basis. Please consult with your Region's leadership regarding race groupings. It is also the responsibility of drivers to make safe passes. The GCR is specific about those responsibilities and the consequences of not driving safely.

3. #10288 (Dave Wheeler) Allow Tape/Decals on Radiator Screen to Control Water Temperature

Thank you for your request. The CRB has no plans to include a rule in the front part of the GCR, which would apply to ALL classes, because this is a class specific issue. Please direct your request to the specific class/Advisory Committee that you wish to consider your request.

4. #10306 (Jim Cozzie) Request for Bolt-in Roll Bar Specification

Thank you for your request. The SCCA will not submit a letter to request an SFI certification for bolt in roll bars.

Formula/Sports Racer

FA

1. #10114 (Chris Fahan) Increase Swift 016 Restrictor Size

Thank you for bringing this to the attention of the CRB. The CRB is monitoring this situation and will make recommendations

as needed.

Grand Touring

GT

1. #10036 (David Patten) Change Rim Width Maximum Limit to a Tire Width Maximum Limit
Thank you for your request. The CRB has no plans to make this change.

GTL

1. #10039 (Curtis Wood) GTL Wheel Diameter Penalty Reconsideration
Thank you for your letter. The CRB feels that the weight penalty between 15" and 13" wheels/tires is appropriate.

Improved Touring

ITS

1. #10034 (Alex Phelps) Reduce Weight of MX5 by 40 lbs.
Thank you for your letter. This car was recently moved from ITR to ITS based on member input. The CRB feels the car is classified correctly and will continue to monitor its performance.

IT

1. #9915 (Steven Elicati) Allow Addition of Insulation to Firewall, etc.
Thank you for your letter. The rule is adequate as written. Exhaust rules already allow for added heat shields and further states that stock heat shields and insulation may be retained.

2. #9927 (Dedrick Medina) Reduce the Weight of 88-91 Civic Si by 100 lbs.
Thank you for your letter. The car's weight is correct as classified.

Production

EP

1. #9867 (Guy Ruse) Reduce Weight of 1986-1991 Mazda 13B RX7 by 100 lbs.
Thank you for your request. Based on the differences between the brakes and the suspension designs of the first and second generation RX-7s, the different weights specified for these cars are appropriate and the equalization of the weights for the 13B engined first and second generation cars is not warranted.

2. #9950 (Dave Kavitski) Weight Addition to 99 Miata, 240Z and RX3
Thank you for your letter. The SCCA understands that production classes involve amateur racing. However, development of cars in amateur racing is part of the racing process, just as it is in the professional venues. One of the challenges of the production classes is the mix of relatively high horsepower cars with cars that produce less power but are more nimble. As shown by the results of the 2012 Runoffs, these different types of cars can race competitively. Development and track time are key to the continued success of the mix of cars involved in the production classes.

Super Touring

STU

1. #9902 (Eric Thompson) Allow non-OEM Front and Rear Bumpers
Thank you for your request. This kind of modification is not within the class philosophy.

STL

1. #10085 (Michael Head) Allow Larger Brakes on Mazda Protege
Thank you for your request. The CRB has no plans to make special allowances for brakes in STL.

Touring

T

1. #9959 (Lowell Huston) Allow Brake Cooling Shields
Thank you for your request. The new Touring rules allow brake ducting which should improve brake cooling issues moving forward.

T2

1. #10035 (Joey Wang DeFilippis) Wheel Fitment Safety on Mitsubishi Evolution 8/9
Thank you for your letter. Please see the answers to your requests below:

1. Rolling fender and quarter panel lips is against Touring rules. The CRB has no plans to change this rule.
2. Relocating the battery is against Touring philosophy. The CRB has no plans to change this philosophy.
3. Please see the response to letter #9992 (Technical Bulletin).

T3

1. #10030 (Tim Myers) Allow Big Brake Kit for Audi S4 (10-11)

Thank you for your letter. This request is outside the philosophy of the class.

2. #10050 (TC Kline) Re-evaluate the Weight of the BMW 135i

Thank you for your request. The potential of the twin turbo engine is too great to allow a lower weight. The CRB will continue to monitor the performance of this car.

3. #10051 (Tim Myers) Allow T3 Dual Classed Cars (T2/T3) OEM Bushing Replacement

Thank you for your request; however, it is against T3/T4 philosophy. The CRB has no plans to change this philosophy.

4. #10112 (Tim Myers) Correct Size of Wheels to 18" instead of 19", Reduce Weight

Thank you for your request. 19 inch wheels are the maximum diameter permitted, which means any wheels smaller in diameter than 19 inch are permitted. The CRB has no plans to make weight adjustments in T3 for cars with wheels smaller than the maximum diameter.

T4

1. #10081 (Jason Isley) Allow Header for Nissan Sentra SER Spec-V

Thank you for your request. Exhaust headers are against T4 philosophy.

2. #10192 (James Place) Reduction of Weight and Performance Enhancement for Acura Integra

Thank you for your request. The CRB will continue to monitor the T4 re-class for parity.

PREVIOUSLY ADDRESSED

GCR

1. #10304 (Jason Isley) Do Not Allow E85 in Club Racing

Thank you for your letter. E-85 is still under discussion by the CRB (Please see letter #9416, February 2013 Fastrack).

2. #10316 (SCCA Staff) F&C Manual for Approval

The CRB approves the F&C Manual for posting and thanks all those that worked to develop the Manual and reviewed it, for their excellent work.

Grand Touring

GT2

1. #9926 (Matthew Miller) Weight/SIR on VQ engines

This was corrected in the 2013 February GCR.

Improved Touring

IT

1. #10307 (IT Committee) Pontiac Firebird 87-92

Please see letter #9371 (Technical Bulletin).

Super Touring

STU

1. #9891 (Clint deWitt) Reduce TIR/Increase Weight for Pontiac Solstice

Thank you for catching this. Please note that this has already been corrected in the 2013 GCR.

STL

1. #9893 (Carl Young) Classify the 2013 Dodge Dart 2.0L in STL

Thank you for your request. The Dodge Dart with a 2.0L engine is already eligible for STL provided that the compression and cam lift meet the specifications in the rules.

Touring

T

1. #9876 (Charlie James) Proper Weight Assignment on 00-05 Toyota Celica GTS

Thank you for your letter. Please see the response to letter #9807 January 2013 Fastrack (Technical Bulletin).

T3

1. #10012 (Tim Myers) Classify Solstice GXP in T3

Please see letter #9892 (Technical Bulletin).

NO ACTION REQUIRED

GCR

1. #9773 (Eric Heinrich) Runoffs at Circuit of the Americas in Austin TX?

Thank you for your enthusiastic suggestion. Multiple tracks are under consideration for the location of the 2014 Runoffs.

2. #9923 (Brian Ghidinelli) Update to letter #9720

Thank you for the update. These are subjects that are under thorough review by the Board of Directors and Club Racing Board.

3. #10102 (Rob May) FIA Homologated Sliders

Thank you for your inquiry. Per GCR 9.3.41, "Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA standard 8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible." This would include seats mounted to homologated sliders.

Formula/Sports Racer

FV

1. #10103 (Stevan Davis) Class Groupings FV vs. Wings or fenders (INCLUDING SR)

Thank you for your letter. Please see the response to letter #10074.

Improved Touring

ITR

1. #10014 (Jay Troxell) Confirm weight of BMW 328i/is and BMW 325i/is

Thank you for your letter. The CRB will continue to monitor the car's performance and does not recommend a change at this time.

ITS

1. #9880 (Daniel Upton) Impreza Eligibility

Thank you for your letter. The IT ruleset allows any chassis that is identical to a classified car to be used, regardless of VIN#. It is the responsibility of the competitor/entrant to ensure complete compliance with the rules.

ITB

1. #10196 (Chris Schaafsma) Correct Power Factor Used to Set Spec Weight to 25%

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

Super Touring

STU

1. #10119 (Eric Thompson) Allow Use of NA 3sge intake Manifold to Eliminate Lean Condition

Thank you for your inquiry. It is permitted to use the intake and throttle body from either the installed engine or the chassis. If your vehicle was built with either a turbocharged engine or non-turbocharged engine, you may use the intake and throttle body from either engine.

Touring

T2

1. #10148 (Joe Aquilante) Classify the C7 Corvette

Thank you for your request. When the C7 Corvette is available for sale through a dealership, the CRB will classify it in the appropriate class.

RESUMES

1. #10267 (John Bauer) Resume for David W. Woodle

Thank you for your resume. The CRB will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2013
NUMBER: TB 13-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 3/1/2013 unless otherwise noted.

GCR

1. #9608 (Kevin Coulter) Additional recognized licenses in regional races

In section 3.1.5.C, add a new section as follows:

21. Autobahn Country Club Level 1/Level 2

2. #10126 (Paul Gauzens) Correct 2013 GCR 3.1.8.D

In section GCR 3.1.8.D, remove the entire section.

~~"Provided all safety equipment is in order, a Showroom Stock car ineligible for other kinds of race events because of the model year is allowed at an SCCA Drivers' School."~~

Thank you for catching this.

3. #10139 (SCCA Staff) Clarify 9.3.55 Windshield Clips

Change GCR section 9.3.55: Windshield safety clips and rear window safety straps **are required** ~~shall be installed~~ on all closed cars, ~~(except on American Sedan, Spec Miata, Touring, Improved Touring, and Super Touring)-, where they are optional.~~

Formula/Sports Racer

FA

1. #9897 (Lee Niffenegger) Honda FA Engine Homologation Request

In FA, add the Honda K20Z3 as follows:

Spec Line	Engine	Max. Displ.	Max Valves/cyl	Notes	Restrictor	Weight
L	Honda K20Z3	2000	4	see section 2c	NA	1200

In section 9.1.1.A.2, create a new section as follows:

1. Honda Civic (K20Z3) Engine

a. General

- No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Civic factory service manual, Honda PN 61SNA05 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.*
- Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.*
- All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps maybe installed on the rubber coolant lines.*
- No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.*
- Only stock Honda manufactured gaskets and seals as specified in the Honda Civic factory service manual are permitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).*
- For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.*

b. Block

- The only permitted cylinder block is Honda PN: 11000-RRB-810*
- Honing of cylinders is permitted to a maximum diameter of 86.070 mm (3.3886 inches). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.*
- Block must use stock main bearing caps, girdle and hardware as supplied.*
- Minimum deck height from crank centerline: 211.95 mm (8.3445 inches).*

c. Crankshaft

1. The stock Honda Civic crankshaft, Honda PN: 13310-PRB-A00, must be used with no modifications allowed.
2. Minimum weight: 37.5 lbs. No pilot bearing or bushing.
3. Maximum stroke at piston: 86.1 mm (3.390 inches)
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Civic factory service manual.
5. The crank pulser must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
 - a. Minimum weight: 3.90 lbs.
 - b. Honda PN: 13810-RRB-A01.

d. Connecting Rods

1. Stock Honda Civic connecting rod must be used PN: 13320-PRB-A01.
2. Minimum connecting rod weight with cap and bolts: 580.0 grams (20.45 ounces).
3. Maximum connecting rod length center to center: 138.95 mm (5.470 inches).

e. Pistons

1. Honda Civic OEM standard size pistons, PN: 13010/13020-PRB-A01, must be used.
2. The use of oversize pistons is not permitted.
3. Piston dimensions and weights:
 - a. Maximum standard piston diameter, measured at a point 11mm from the bottom of the skirt: 85.990 mm (3.3854 inches).
 - b. Centerline of wrist pin to crown maximum: 32.7 mm (1.287 inches).
 - c. Maximum overall height from skirt to crown edge: 52.1 mm (2.051 inches).
 - d. Minimum weight: 320 grams (11.287 ounces).
 - e. Minimum weight of piston pin: 87 grams (3.07 ounces).
 - f. Combined minimum weight of piston, piston pin and connecting rod: 973 grams (34.32 ounces).
4. Piston rings must be as used in the K20Z3 engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
 - a. The standard ring pack PN 13011-PRA-E02.
 - b. No modification of the piston is permitted for the installation of rings.
 - c. Ring groove widths.
 - Top ring groove: 1.240mm (0.0488 inches) +/- 0.01mm.
 - Middle groove: 1.235mm (0.0486 inches) +/- 0.01mm.
 - Oil ring groove: 2.015mm (0.0793) +/- 0.01mm.

f. Cylinder Head

1. The only permitted heads are Honda PN: 12100-RBC-000.
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008 inches) based on a height of 140mm (5.511 inches).
3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
4. Head gasket to be stock Honda Civic PN: 12251-RBC-004. Minimum compressed thickness of 0.70 mm +/- 0.05mm.

g. Camshaft

1. The only permitted camshafts are PN: 14110-RRB-A00 (Intake) & 14120-PRB-A01 (Exhaust); must not be modified.
2. The Cam, TDC, & Crankshaft pulse plates must be as supplied, Honda PN 14113-PNA-003 (Cam), 14114-PNA-003 (TDC) & 13622-RAA-A01 (Crankshaft).
3. The camshaft and crankshaft sprockets must be as supplied, Honda PN: 14310-RBC-003 (Intake VTC Actuator Sprocket), 14210-PRB-A00 (Exhaust Camshaft Sprocket) and 13620-RAA-A02 (Crankshaft Sprocket). Cam timing must not be altered; the timing chain must be installed as specified in the Honda Civic factory service manual. The timing chain cover and crankshaft pulley may not be altered. With the engine at TDC (No. 1 cylinder), the TDC marks on the camshaft sprocket must line up with the each other horizontally and the indicator on the crankshaft sprocket or crank pulley should line up with the arrow on the cylinder block or timing chain case (respectively).
 - a. Timing chain Honda PN: 14401-PNA-004.
 - b. Cam Chain Case PN: 11410-RRA-A00
 - c. Pulley comp, crankshaft, PN: 13810-RRB-A01
 - d. Cam timing at 1mm after opening to 1mm before closing on center / VTEC lobes (+/- 2.0 degrees):
 - i. Exhaust:
 1. Open: 139 degrees ATDC
 2. Peak Lift: 258.5 degrees ATDC (total cycle) or 101.5 degrees BTDC (partial cycle degree wheel indication)

3. Closing: 377 degrees ATDC (total cycle) or 11 degrees ATDC (partial cycle degree wheel indication)
 - ii. Intake
 1. Open: 15.5 degrees ATDC
 2. Peak Lift: 135.5 degrees ATDC
 3. Closing: 253 degrees ATDC (total cycle) or 107 degrees BTDC (partial cycle degree wheel indication)
4. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
5. Cam lobe heights:
 - a. Exhaust PRI (front): 32.772 mm
 - b. Exhaust MID: 34.768 mm
 - c. Exhaust SEC (rear): 32.661 mm
 - d. Intake PRI (front): 32.791 mm
 - e. Intake MID: 35.534 mm
 - f. Intake SEC (rear): 32.678 mm
6. Maximum valve lift measured at the retainer:
 - a. Exhaust PRI (front): 6.90.
 - b. Exhaust MID: 10.70
 - c. Exhaust SEC (rear): 7.10
 - d. Intake PRI (front): 7.20.
 - e. Intake MID: 12.00.
 - f. Intake SEC (rear): 7.00
7. Valve Duration above 1mm measured at the retainer (+/- 2 degrees):
 - a. Exhaust PRI (front): 94 degrees
 - b. Exhaust MID: 116.5 degrees
 - c. Exhaust SEC (rear): 96.5 degrees
 - d. Intake PRI (front): 90.5 degrees
 - e. Intake MID: 118.5 degrees
 - f. Intake SEC (rear): 92.5 degrees
8. Valve rockers must not be modified in any way.
 - a. Honda PN: 14620-PNA-040 Arm Assy, rocker.
9. The VTEC system must be stock. The VTEC activation valve must be stock. The HPD ECU will activate the VTEC at 4000 RPM. Honda PN: 15810-PRB-A03.

h. Valves

1. OEM valves must be as used in the Civic.
2. Dimensions
 - a. Inlet PN: 14711-PRB-A01, Exhaust PN: 14721-PRB-A00
 - b. Maximum diameter:
 - i. Inlet: 35.15mm
 - ii. Exhaust: 30.15mm
 - c. Maximum overall length:
 - i. Inlet: 109.10mm
 - ii. Exhaust: 109.00mm
 - d. Minimum stem diameter:
 - i. Inlet: 5.445mm
 - ii. Exhaust: 5.420mm
3. Valve location or angle must not be moved.
4. Reshaping of the valves is strictly prohibited.
5. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.
 - a. Inlet PN: 12204-PNA-305 (over size)
 - b. Exhaust PN: 12205-PNA-305 (over size).
6. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Civic factory service manual.
7. Valve stem installed height must be per the Honda Civic factory service manual:
 - a. Intake maximum: 44.7mm.
 - b. Exhaust maximum: 44.8mm.
8. Valve stem seals must be Honda OEM parts.
 - a. Honda PN: Intake: 12210-PZ1-004 seal A.
 - b. Honda PN: Exhaust: 12211-PZ1-004 seal B.

Valve Springs

1. Valve springs are Honda OEM as specified in the Honda Civic factory service manual.

- a. Intake PN: 14761-PRB-A02, free length: 49.77mm.
 - b. Exhaust PN: 14762-PRB-A02, free length: 50.39mm.
2. Valve spring shims are not permitted.

j. Compression Ratio

The maximum compression ratio is 11.0:1 utilizing Honda Civic factory service manual limits. Carbon may be removed.

k. Intake Manifold and Fuel System

- 1. The intake manifold and throttle body assembly must be used as delivered from HPD.
- 2. The fuel rail and fuel injectors must be stock Honda Civic OEM parts (PN 16450-RBB-003).

l. Fuel Pump

The fuel pump is unrestricted.

m. Exhaust Manifold

- 1. The Lambda sensor placement must be within 24 – 48 inches from the head mating surface.
- 2. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.

n. Lubrication System

- 1. The oil sump and pump must be as supplied by HPD. No modifications are permitted.
- 2. Hose routing and filter system are unrestricted.

o. Cooling System

- 1. Water pump and water pump pulley must be stock Honda Civic parts. No modifications are permitted.
Honda PN: 19200-RBC-013 Pump, Water.
- 2. Thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged using the HPD Mechanical Water Pump Dress Kit PN: 19220-F25S-A200.
- 3. Drive belt manufacture is unrestricted.
- 4. Radiator is unrestricted.

p. Electrical Equipment

- 1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
- 2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
- 3. Ignition coils must be stock Honda Civic, PN: 30520-RRA-007. No modifications are permitted.
- 4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors, their locations and mounts, and their wiring harness leads may not be altered or “piggy backed”. Any sensors required for analog type gauges must be in addition to the HPD supplied sensors.
- 5. The alternator must be stock Honda Civic. PN: 31100-RTA-023. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials.

q. Miscellaneous

- 1. All emission control devices must be removed and blocked off by the blanking hardware provided by HPD, except the VTEC activation solenoids. The VTC & VTEC activation solenoids must be retained and functioning in the original conditions.
- 2. Air filter is unrestricted.
- 3. The use of unleaded premium “pump” gas with a minimum of 91 RON is required. Leaded race fuel is not allowed and can cause serious damage to the engine.
- 4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.
 - a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt may be substituted by sufficiently designed, direct, of the shelf replacements.
 - b. Gaskets and seals, except those specified in the above rules.
 - c. Spark plugs.
 - d. Mechanical tachometer and analog gauges.

Oil and lubricants are unrestricted. HPD strongly recommends the use of oil and lubricants as described in the Honda Civic factory service manual.

2. #9780 (Ahsen Yelkin) Mazda Miata / Ford Duratec Based Race Engines.

In FA, classify the destroyed Ford Duatec/Mazda MX-5 2000cc engine as follows:

Spec Line	Engine	Max. Displ.	Max Valves/cyl	Notes	Restrictor	Weight
M.	Ford Duratec/ Mazda MX-5 2.0L	1615	4	2.0L engine destroked to 1615cc.	NA	1250

FC

1. #10224 (james hanrahan) Status of grandfathering Radon
In FC, add an alternate table allowance as follows:

Alternate Vehicle Allowance		
Car	Class	Notes:
Radon FN-10-2000 (2011)	FC only	Cars bearing the following homologation numbers: 110056, 110057, 110058, 110059, 110060, 110061, and 110062 must comply with 2012 GCR FC rules, must be "as delivered" from the manufacturer and must meet current safety and weight requirements.

Grand Touring

None.

Improved Touring

ITR

1. #9371 (Matthew Green) Please reprocess the 87-92 Camaro and Firebird
In ITR, Chevrolet Camaro (87-92) (exclude 1LE & BC4 Package) and Pontiac Firebird (87-92) (exclude 1LE & BC4 Package), classify the 1LE package and correct the first gear ratio as follows:
Chevrolet Camaro (87-92) (exclude ~~1LE~~ & BC4 Package)
Pontiac Firebird (87-92) (exclude ~~1LE~~ & BC4 Package)
Brakes: (F) ~~301~~ or 267 x 37 (vented)
Gear Ratio: 2.75 ~~2.95~~
Add to Notes: "1LE package allowed."

2. #9374 (Matthew Green) Please classify the 1983-86 Camaro/Firebird 305
In ITR, classify the Chevrolet Camaro and Pontiac Firebird as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Chevrolet Camaro (83-86)	V-8 OHV	94.9 x 88.4 5000	(I) 1.84 (E) 1.50	9.5:1	101.1	17	2.95, 1.94, 1.34, 1.00, .73	(F) 267 x 37 (vented) (R) 296 x 21 (vented) or 242 x 51 (drum)	2890	No fuel injection or engine parts specific to the fuel injected models allowed.

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Pontiac Firebird (83-86)	V-8 OHV	94.9 x 88.4 5000	(I) 1.84 (E) 1.50	9.5:1	101.1	17	2.95, 1.94, 1.34, 1.00, .73	(F) 267 x 37 (vented) (R) 296 x 21 (vented) or 242 x 51 (drum)	2890	No fuel injection or engine parts specific to the fuel injected models allowed.

ITB

1. #10059 (Chip O'Toole) Remove old brake listings for Golf and Jetta

In ITB, Volkswagen Golf GTI / GT / GL (85-92), remove the following brake specifications:

(F) 244 Disc (R) 244 Disc or Drum

In ITB, Volkswagen Jetta/ GL / GLI (85-92), remove the following brake specifications:

(F) 244 Disc (R) 244 Disc or Drum

Production

1. #10128 (Ken Brewer) Classify the 1991-1995 Toyota MR2 Non-Turbo

In FP, classify the Toyota MR2 as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Toyota MR2 (1991-1998)	2	2300 * 2358 ** 2415	4 Cyl. DOHC	3.425"x3.583"	132 c.i.	Iron	Alum	(I) 1.26" (E) 1.063"	Fuel injection	94.5"	62.1"/61.3"

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Toyota MR2 (1991-1998)	15x7	5	(F) 10.16" vented (R) 10.35" vented		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".

FP

1. #10320 (SCCA Staff) Add Jetta III to Golf III spec line

In FP, Volkswagen Golf III (93-98), add the Jetta III classification as follows:

Volkswagen Golf III / *Jetta III* (93-98)

Add to the brake specs: *or (R) 200mm drums*

HP

1. #10195 (Chris Schaafsma) Correct 85-92 VW Golf and Jetta spec lines

In HP, VW Golf (GTI, GT and GL), add model years *(85-92)*

In HP, Volkswagen Jetta 1780 (85-91), change model years as follows:

Volkswagen Jetta 1780 (85-91 *92*)

Notes: Comp. Ratio limited to ~~11.5:1~~ *12.0:1*

In HP, VW Golf (GTI, GT and GL), add the following to the notes:

VW cyl. heads 026103373G, AA, H and F permitted.

In HP, Volkswagen Jetta 1780 (85-91), add the following to the notes:

VW cyl. heads 026103373G, AA, H and F permitted.

In HP, Volkswagen Rabbit Cabriolet 1780, add the following to the notes:

VW cyl. heads 026103373G, AA, H and F permitted.

In HP, Volkswagen Rabbit GTI 1780 (83-83), add the following to the notes:

VW cyl. heads 026103373G, AA, H and F permitted.

In HP, Volkswagen Scirocco 1780 (8-valve) (83-88), add the following to the notes:

VW cyl. heads 026103373G, AA, H and F permitted.

In FP, Volkswagen Golf 1.8 (85-92), add the following to the notes:

VW cyl. heads 026103373G, AA, H and F permitted.

In FP, Volkswagen Jetta (includes GLI) (82-84) (but only for the 1780 engine), add the following to the notes: *VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Jetta 1.8 (85-92), add the following to the notes:

VW cyl. heads 026103373G, AA, H and F permitted.

In FP, Volkswagen Rabbit (includes Convertible) 1715 / 1780 (but only for the 1780 engine), add the following to the notes:
VW cyl. heads 026103373G, AA, H and F permitted.

In FP, Volkswagen Scirocco 1715/1780 (but only for the 1780 engine), add the following to the notes:
VW cyl. heads 026103373G, AA, H and F permitted.

In FP, Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible, add the following to the notes:
VW cyl. heads 026103373G, AA, H and F permitted.

In FP, Volkswagen Rabbit 1588 (includes Cabriolet /Convertible, add the following to the notes:
VW cyl. heads 026103373G, AA, H and F permitted.

In FP, Volkswagen Scirocco 1457/1471, add the following to the notes:
VW cyl. heads 026103373G, AA, H and F permitted.

In FP, Volkswagen Scirocco 1588, add the following to the notes:
VW cyl. heads 026103373G, AA, H and F permitted.

Super Touring

1. #10289 (Greg Amy) E&O Dry Sump References
In section 9.1.4.J, remove the following sections

~~1. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.~~

~~2. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.~~

~~3. Accusump-type systems may be used.~~

In section 9.1.4.1.B, add two new sections as follows:

7. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.

8. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.

In section 9.1.4.G, add a new item as follows:
"23. Accusump-type systems may be used."

2. #10276 (ST Committee) Heim Joints

In section 9.1.4.N.5 remove the following language:

~~"Suspension components shall be the stock OEM parts, but they may be reinforced. Heim joints are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings."~~

In section 9.1.4.1.D, create a new section as follows:

6. Spherical bearings are permitted on suspension components.

STU

1. #9710 (ST Committee) Classify the Mini Cooper SC

In STU, classify the Mini Cooper S SC in Table A as follows:

Mini Cooper S SC

Max Displacement: *1598*

Minimum Weight: *2100*

Notes: *JCW Pulley permitted, injectors open.*

In STU, Mini Cooper S SC (currently classified), adjust the weight as follows:
2500 1900

2. #10200 (Charlie Clark) Add Toyota 4AGZE Specs

In STU, add to the STU alternate vehicle allowance chart as follows:

Toyota 4AGZE 1587 cc with stock supercharger. Weight 1955 lbs.

American Sedan

1. #10136 (AS Committee) E&Os/Clarification for 2013 Approved Specification Lines

In AS, Ford Mustang Cobra (96-98) Restricted Prep., add the GT model as follows: Ford Mustang Cobra *and GT* (96-98) Restricted Prep.

2. #10137 (AS Committee) Classification of Ford Mustang GT (99-04) Restricted Prep.

In AS, classify the Ford Mustang GT (99-04) Restricted Prep. as follows:

AS	Wheelbase	Gear Ratios	Brakes	Weight	Notes
<i>Ford Mustang GT (99-04) Restricted Prep.</i>	<i>101.3</i>	<i>3.37, 1.99, 1.33, 1.00, 0.68</i>	<i>(F) 276 Vented Disc (R) 266 Vented Disc</i>	<i>3250</i>	<i>Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of Full Preparation brakes requires the use of 16 x 8 wheels.</i>

Spec Miata

None.

Touring (All touring classifications are effective 2/20/13)

1. #10111 (Tim Myers) Clarify brake duct rule, make it simple. Allow cut openings.

In section 9.1.9.2.D.6.a.5, clarify the brake duct rule as follows:

"Any brake ducts are permitted, but they must serve no other purpose. Fender liners may be modified solely for routing and attachment of brake ducts. Duct intake openings may be created by the opening of 2 sections up to 14.5 square inches in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches of stock false grills originally located in the front fascia."

T2

1. #9849 (David Jones) Inlet restrictor size on 2012-13 Camaro SS-1LE

In T2, Chevrolet Camaro SS, 1LE (10-13), change notes as follows:

"1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, ~~72~~ 67 mm restrictor required. Springs up to 800#/in front and rear allowed."

In T2, Ford Mustang GT 5.0L (10-12), change the notes as follows:

"Flat plate restrictor ~~70~~ 65 mm."

In T2, Ford Mustang Boss 302 (2012), change the notes as follows:

"Flat plate restrictor ~~65~~ 60 mm."

2. #9991 (CJ Moses) Poly/Delrin Bushing allowance clarification

In section 9.1.9.2.D.5.c.1, clarify alternate bushing allowance as follows:

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

3. #9992 (CJ Moses) Remove Redundant Restrictor size(s) - Evo

In T2, Mitsubishi Lancer Eva 8/9 / RS / GSR / MR (03-06), remove redundant restriction size from notes:

"Turbo Inlet restrictor ~~45 mm~~ required."

4. #10005 (CJ Moses) Mitsu Lancer Evo 8/9 - Spec Line Clarification

In T2, Mitsubishi Lancer Eva 8/9 / RS / GSR / MR (03-06), correct the following:

Mitsubishi Lancer Eva ~~Evo~~ 8/9 / RS / GSR / MR (03-06)

Brakes: (F) ~~276~~ 320 / ~~320~~ 350 Vented Disc (R) ~~284~~ 300 / ~~300~~ 330 Vented Disc

Weight: 3200 (~~3275 with paddle shift~~)

Replace the notes in their entirety as follows:

"AMS front and rear springs #AMS-SCCA01 or #AMS-SCCA02 including Genesis Technologies 2" spacer allowed. Max spring rate (F) 800lbs./in, (R) 900 lbs./in. Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02. Evo X brakes allowed."

5. #10011 (Tim Myers) Add 12-13 Nissan 370z model years.

In T2 and T3, Nissan 370Z (09-13) / 370Z NISMO Edition (09-11), add the 2012-2013 model years.

6. #10040 (John Bauer) Look at the Porsche designations/years
 In T2, Porsche 911/ 997 GT3 (03-05), correct the years as follows:
 Porsche 911/997 GT3 (~~03-05~~) **(06-08)**

7. #10052 (Tim Myers) Correction: Remove the Sky restrictor to match Solstice GXP
 In T2, Saturn Sky / Convertible (07-09), change the notes as follows:
~~Turbo Inlet restrictor 43 mm-~~

8. #10077 (John Bauer) Add the 05-10 Mustang 5.0L back into the T2 class.
 In T2, reinstate the Ford Mustang Coupe GT & Shelby GT 5.0L (05-10) as follows:

T2	Bore x Stroke	Wheelbase	Max Wheel Size	Tire Size	Gear Ratios	Final Drive	Brakes	Weight	Notes:
Ford Mustang Coupe GT & Shelby GT 5.0L (05-10)	(92.220) x (92.7) (4957)	2720	18 x 10 (F & R)	255/40 (F&R) or 255/45 (F) 285/40 (R)	3.38, 2.00, 1.32, 1.00, 0.675	3.55 or 3.73	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	3480	The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M- 5300-K, sway bars M-5490-A, damper kit M-18000-A. 2005-2010 Mustang GT 4.6L may be converted to 2011-2012 5.0 liter specifications; if done, all drivetrain components must updated to the later model; VIN number will be disregarded for this conversion.

9. #10094 (carl fung) Allow rear wheels on front to reduce costs
 In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to the wheel size column as follows:
Stock Z06 wheels allowed.

10. #10140 (Christopher Childs) Please reduce weight of base 996
 In T2, Porsche 911 / 996 (98-05) reduce the weight as follows:
~~3200~~ **3150**

T3

1. #9892 (David Woodle) Classify the Solstice/Sky in T3.
 In T3, Classify the Pontiac Solstice / Saturn Sky as classified in T2 class with the following changes:
 Weight: **3200 lbs**
 Notes : **Add 31 mm inlet restrictor required.**
 Tires: **245-45-18 max**
 Wheel: **18 x 8**

2. #10013 (Tim Myers) Remove weight V6 Mustang
 In T3, Ford Mustang V6 (11-13), change the weight as follows:
~~3450~~ **3400**

T4

1. #9994 (Jason Isley) Correct weight for Nissan Sentra SER Spec-V
 In T4, Nissan Sentra SER Spec-V (02-06), change the weight as follows:
~~2950~~ **2900**

2. #10080 (John Bauer) Correct the Ford Mustang V6 spec line notes.
 In T4, Ford Mustang V6 (05-10), remove the following language from the notes:
~~The ECU may be re-flashed by a Ford dealer to disable the speed limiting function; a letter from the dealer stating that this, and only this change, has been made shall be made available to race officials on demand.~~

3. #10138 (SCCA Staff) Correct Toyota Celica GTS spec line notes
 In T4, Toyota Celica GTS (00-05), correct the following:
 Notes:

~~"The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential -- unless specified below. TRD Sway Bars Part #PTR06-20002-01 permitted. TRD Limited Slip Part #41301-ST804. ABS option allowed. Canton Accusump #24-026, install sandwich #24-700, valve #24-260, and related hoses and brackets allowed. 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.~~

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

4. #10193 (Lee Niffenegger) Update specifications and add part number

In T4, Honda Civic Si (2012), make the following changes:

Honda Civic Si (2012) *(12-13)*

Notes: “H&R Sport Springs P/N 51891 *and HPD part number (P/N 51410F23SA00)* allowed.”

5. #10250 (alan lesher) Classify the 95-99 Dodge/Plymouth NEON ACR

In T4, classify the 95-99 Neon by copying the Chrysler Neon ACR SOHC (4 door) (01-02) spec line with the following exceptions:

SOHC: *2450 lbs.*

DOHC: *2500 lbs.*

B-Spec

None.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Wren Keith vs. Review Committee

COA Ref. 12-26-RI

January 24, 2013

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On or about December 18, Mr. Wren Keith requested a Rules Interpretation pursuant to Section 8.1.4 of the GCR, specifically, various provisions of Sections 9.1.1.B, 9.1.1.D, 9.4.5, and other pertinent sections of the 2012 GCR.

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

1. The rear roll hoop bulkhead location.
2. The meaning of "non-ferrous" in FF/FC chassis rules section. Mr. Keith inquires about constructing various brackets for his car (including brackets for shock mounting) from carbon fiber, essentially seeking a clarification of Section 9.1.1.D.7.d which defines brackets. Per 2012 GCR 9.1.1.B.1, FC rules section, the use of carbon fiber is prohibited.
3. Diffuser design, i.e., 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 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 (drawings, pictures, assertions, and other renderings), sought expert advice from the Club Racing Board and SCCA Technical staff, and issued a ruling.

The 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), Tom Hoffman, Jack Marr, and Rick Mitchell, Chairman, met by conference call on January 17 and 24, 2013 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 Mr. Keith.
2. Review Committee report received December 31, 2012.
3. Testimony from John LaRue and Jim Wheeler, Club Racing Board, January 24, 2013.

FINDINGS

1. Rear Roll Hoop Bulkhead:

Mr. Keith submits a proposed chassis design that has two roll over hoops. The forward roll over hoop in the design complies with the requirements set forth in the GCR for the "Main Roll Hoop." A rear roll hoop in the design does not satisfy the material requirement. It is to the forward hoop that Mr. Keith proposes attaching a bulkhead that will be the "rear roll hoop bulkhead" as used in 2012 GCR Section 9.11.D.7.a.

The rear roll hoop bulkhead must logically be that bulkhead defined by the rear-most roll over hoop. In this two roll over hoop design, Mr. Keith's intent to consider the front hoop as the rear roll hoop bulkhead location is non-compliant.

2. The Meaning of Non-Ferrous in the Chassis Rules Section:

Mr. Keith makes inquiry about constructing various brackets for his car (including brackets for shock mounting) from carbon fiber. 2012 GCR 9.1.1.D.7.d says brackets may be made of "non-ferrous" material, while 2012 GCR 9.1.1.B.1 specifically states, "The use of composite materials using carbon and/or Kevlar reinforcement is prohibited."

The Review Committee found that GCR 9.1.1.B.1 prevails. Accordingly, The use of composite materials using carbon and/or Kevlar reinforcement in or about a damper/shock mount or otherwise is prohibited.

3. Diffuser Design:

Mr. Keith proposes a diffuser design that appears to have straight outer vertical walls, but has inner walls that are tapered. The tapered internal walls as proposed would be considered to be "Body" as defined in the GCR

Technical Glossary since they are licked by the airstream and are situated above the belly/floor. This design is not in compliance with 2012 GCR 9.1.1.D.8.c.

DECISION

The Court of Appeals upholds the above decisions of the Review Committee in their entirety. The COA approves the publication of this decision in accordance with 2012 GCR 8.1.4.D.

The COA recognizes the thoroughness of Mr. Keith's presentation as well as the diligence of the Review Committee in their consideration of the inquiry.

JUDGMENT OF THE COURT OF APPEALS

Robert Schader vs. Review Committee

COA Ref. COA 12-25-RI

February 7, 2013

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On or about November 28, 2012, Robert Schader requested a Rules Interpretation pursuant to Section 8.1.4 of the 2012 GCR; with regard to the provisions of Section 9.1.9.A.2.d.2 of the 2012 GCR.

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

Does the tunnel design of the Speads RS11 DSR (of which he is the builder) comply with Section 9.1.9.A.2.d.2 of the 2012 GCR (section Bodywork – subsection floor pan “ground effects”)?

As the car has already been constructed, help find a solution that will get the car through the 2013 season without modification.

Mr. Schader submitted drawings to illustrate his question.

Jim Averett, National Chairman of Stewards, appointed Dennis Dean, Doug Mildon and Ken Patterson, Chairman, to a Review Committee to assess and issue a decision to Mr. Schader's request. The Review Committee held a hearing, reviewed the documentation provided by Mr. Schader (drawings), sought expert advice from John Bauer of the SCCA Technical staff, and issued a ruling.

The decision was forwarded to the Court of Appeals (COA) for review as called for in 2012 and 2013 GCR 8.1.4.A.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Marr, Jeffrey Niess and Rick Mitchell, Chairman, met by conference call on January 31 and February 7, 2013 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/appeal from Mr. Schader (dated November 28, 2012)
2. Review Committee Report (dated January 29, 2013)
3. A letter from Dave Gomberg, former member of the Club Racing Board (CRB), regarding his 2009 opinion of the floor and tunnel of the Spears DSR bodywork (undated, but received with Mr. Schader's appeal)
4. Drawings of the Speads RS11DSR floor and tunnel from both Mr. Schader and Mr. Gomberg, as well as, from the Club Racing Board.
5. Testimony from John LaRue and Jim Wheeler (CRB) and David Arken, Consultant to the CRB, on February 7, 2013

FINDINGS

The Review Committee determined that the tunnel design of the Speads RS11 DS, within the “controlled area” of the car's floor pan, was non-compliant with Section 9.1.9.A.2.d.2 of the 2012 GCR and Section 9.1.8.A.2.d.2 of the 2013 GCR. Specifically, the Review Committee found that the Speads RS11 DS tunnel configuration exceeded 2.54 cm (1 inch) of allowable variation.

Mr. Schader did not consider using GCR Section 8.1.4 prior to building the car but relied on an unofficial opinion from a CRB member. While the SCCA Technical Staff and the CRB do try to answer as many questions as possible from the competitors, it is imperative they continue to remind competitors and constructors that Section 8.1.4 was put in place to specifically prevent situations such as this. It is not within the power of the COA to consider any variation or wavier of the current wording of the GCR that would resolve this issue for Mr. Schader.

DECISION

The Court of Appeals upholds the decision of the Review Committee in its entirety. The COA approves the publication of this decision in accordance with the 2012 and 2013 GCR 8.1.4.D.

The COA recognizes the thoroughness of Mr. Schader's presentation, as well as, the diligence of the Review Committee in their consideration of the inquiry.

JUDGEMENT OF THE COURT OF APPEALS

Tom West vs. SOM COA Ref. No. 13-1-SE
February 7, 2013

FACTS IN BRIEF

Following the Majors AS and GT3 race on Sunday, January 6, 2013 at Sebring International Raceway, Mark Ward, GT3 #78, protested Tom West, driver of AS #53, for contact during the race, GCR 6.11.1.A/B/D. and GCR 2.1.7., unsportsmanlike conduct, for a verbal altercation at the Saturday social.

The Stewards of the Meeting (SOM), Bud Merrill, Richard Babcock, Fritz Baker, Norm Esau, Bob Henderson, Sandy Jung, Doug Puckett and John Anderson, Chairman, paged Mr. West who didn't respond to the page. The SOM held the hearing without Mr. West, heard evidence from Mr. Ward and witnesses and found Mr. West in violation of GCR 6.11.1.A/B/D and 2.1.7. Mr. West was placed on a six (6) SCCA race weekend probation and three (3) points were assessed against his competition license. Mr. West appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on January 17, 31, and February 7, 2013 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and in-car video from Tom West received January 17, 2013.
2. Official Observer's Report, related documents, received January 17, 2013.
3. E-mail statement from Leland Miller, Chief Steward, dated January 20, 2013.
4. E-mail statements from Bob Hudson Series Chief Steward, received January 28, 2013.
5. Statement from Mark Ward, not dated.
6. E-mail statements from John Anderson (CSOM), received January 27, 2013.
7. In-car video from Mr. Ward, received February 5, 2013.

FINDINGS

In his appeal Mr. West asserts that he was not notified of the hearing even though he was at the track for several hours after the race. The SOM and the Chief Steward (CS) paged him many times requesting him to report to the SOM room. Mr. West also asserts that he wasn't allowed to respond to the allegations nor given the chance to present his in-car video as evidence. GCR 8.2 requires "parties concerned will be notified when and where the hearing will occur". Mr. West was notified by phone later in the week, after the fact, that a hearing had been held and what his penalty was.

Mr. West also asserts that he did avoid contact by backing off and allowing extra racing room and never made an abrupt move except to avoid contact. There were five cars jockeying for position at that corner. The video evidence confirms Mr. West's statement. The COA finds that Mr. West did not cause the contact.

Regarding the Unsportsmanlike Conduct (GCR 2.1.1), Mr. West acknowledges having words with Mr. Ward at the social on Saturday night. The COA believes a charge of Unsportsmanlike Conduct would only have merit when taken into account if Mr. West was responsible for the on-track contact, but as Mr. West was not the aggressor, such a charge cannot stand alone. Mr. Ward should have filed a protest Sunday morning, rather than after the Sunday afternoon race for this charge to have been considered on its own.

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety based on procedural errors and additional evidence. Mr. West's appeal is well founded and his appeal fee will be returned.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | February 13, 2013

In Attendance:

Jerry Cabe, Dr. Kent L Carter, Dave Deborde, Chuck DeProw, Deanna Flanagan, Roy Mallory, Brian R McCarthy, Matt Yip, John R. Walsh

Reports

January minutes approved

Safety committee – Acknowledgement that new members have been added to committee

BOD Report – The planning committee would like an emphasis placed on the PDX program believing this to be an area of enhanced importance contributing to the growth of SCCA

Old Business

Award nominations and voting successfully completed

Status of drop down menu issue discussed

New Business

General discussion insuring what each TTAC member is responsible for in preparation for meetings to be held at the national convention. Items include:

- Update of contact information

- Forward travel information for convention

- Complete regional survey information

- Prepare for discussions centered on growth barriers and opportunities for 3 regions within division

Handout for conference distribution is in process

All members to review items on letter log and provide commentary as necessary

Submitted by Roy Mallory

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 23, 2013

The Solo Events Board met by conference call January 23rd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Phil Creighton of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

RECOMMENDED TO THE BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board.

Prepared

#8267 Hood Vent Clarification

Per the PAC, change 17.2.S as follows:

"S. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1"; 25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than 1/2 inch (0.500"; 12.7 mm).~~

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0", 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A."

CHANGE PROPOSALS

Street Modified

#9677 Trucks in SM/SSM Proposal

The SMAC is seeking member input on the possibility of classifying pickup trucks in SM. The specific proposal would be as follows: Add to 16.0.C.1:

"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based). *Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*"

In conjunction, the following change would be made to the corresponding line in Appendix A. Street Modified section:

Street Modified Class (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts). Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).

Prepared

#9672 XP Front Endplate Proposal

The PAC is seeking member comment on the following change proposal:

Add to Appendix A, under "X-Prepared," Section 1.C, 2nd paragraph as the last sentence:

"Endplates on canards are allowed. The total of all wing and canard endplate surface area is limited to a maximum of 600 square inches."

Modified

#9018 Baby Grand Classing Proposal

The MAC is requesting member comment regarding a proposal to accommodate these cars in FM, as follows:

In Appendix A, under Modified Class F, change subsection G as follows:

"G. Dwarf Cars, 600 Racing, Inc Legends Cars, *and Baby Grands* cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, *or MMRA Baby Grands* specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA, US Legend Cars, *or Baby Grands* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.

Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA, US Legend Cars, *and Baby Grands* specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements.

Quick-release steering wheels.

Fire extinguishers.

Fire-retardant driver suit and gloves.

Neck braces.

Head and neck restraints (HNR).

Current Solo® Rules override WSDCA, US Legend Cars, *and Baby Grands* rules for the following items:

Helmets.

Car number and class designation.

Exhaust system, muffler, and tailpipe."

#9889 BM Turbo Engine

MAC recommends a rule change proposal as follows:

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B, which reads:

"1. Turbocharged and supercharged engines are not permitted."

Also remove "naturally-aspirated" from C.4

NOTE: this proposal is in response to member-expressed concerns regarding stability and potential costs in this class.

#10033 Solo Vee Compression Proposal

The MAC is seeking feedback on the following allowance change proposal: In Appendix A, Modified Class C, subsection C.1.A.2, change the ninth sentence as follows:

“Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~”

NOTE: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

#9981 F600 Comments

The MAC is providing for member review a revised version of the previously-published F660 classing proposal, in response to this and a similar item:

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

“2. Formula 600 (weight 875 lbs.)”

NOTE: While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the MAC is recommending explicit listing of the weight in the Solo Rules to address concerns expressed by members.

MEMBER ADVISORIES

Tire Rack Solo National Championships

Chiefs

The SEB has approved Phil Osborne as the Chief of Safety for the 2013 Solo Nationals.

#9621, 9623, 9637, 9685, 9687, 9866, 9937, 9952 2013 Nationals Course Designer Application

The SEB has approved Sam Strano and Elliot Speidell as course designers for the 2013 Nationals, and thanks all of the submitting designers who expressed their interest in taking on this task.

Street Touring

#9941 STAC Application

The SEB has approved the addition of Jonathan Lugod to the STAC.

Street Prepared

#9997 SPAC Application

The SEB has approved the addition of Doug Rowse to the SPAC.

Modified

The MAC presently has an opening and interested members are invited to submit their qualifications in writing. The primary areas of expertise needed at this time are in classes F Modified and A Modified.

#9911 Polaris Classing Clarification

In response to member request regarding the classification of a modified version of a Polaris RZR XP 900, the MAC believes this vehicle meets the basic eligibility requirements of the A Modified class, with regard primarily to dimensions and weight (see 18.4). However, the committee feels it is important all entrants realize that to be fully eligible, their vehicles must meet all class requirements in detail including (not limited to) requirements such as cockpit height and all safety items per sections 3 and 18.

It should also be pointed out that, per 1.1., Solo rulebook vehicle classifications are not mandatory at Regional events. Alternative classing structures which meet the needs of the local constituency and which comply with the required vehicle safety limitations are permitted.

#10107 MAC Application

The MAC appreciates this resume, and it will be kept on file for review when future openings arise.

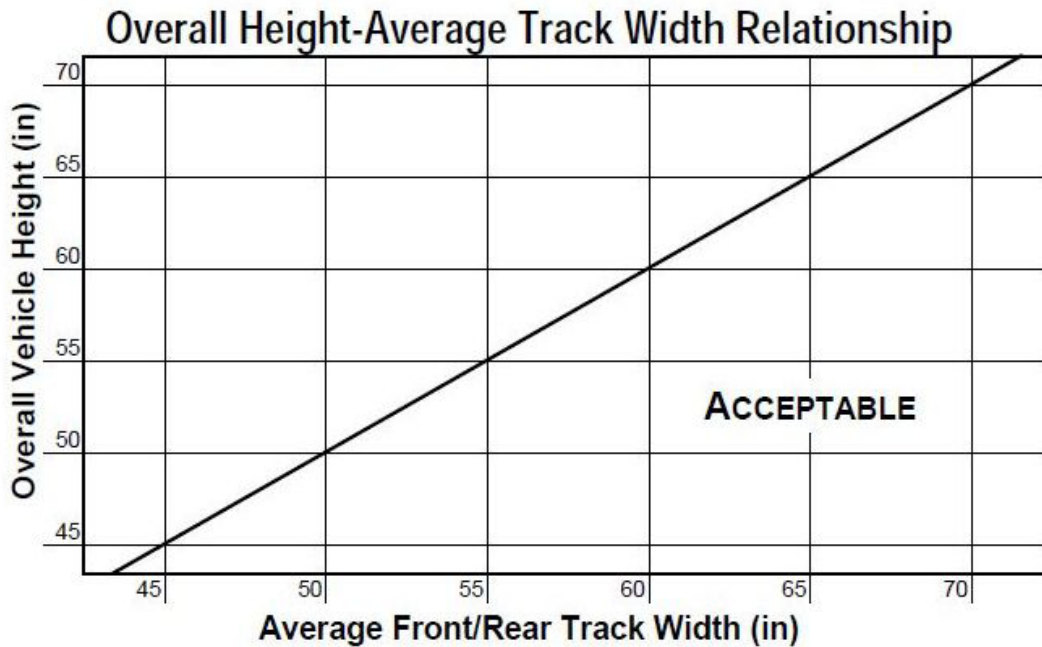
TECH BULLETINS

Errors and Omissions

The Chevrolet Sonic should be removed from the Exclusion List in Appendix A. This car was classed in HS per the November 2012 Fastrack News.

#10296 Height track chart incorrect in 2013 Solo Rules

The height vs. track chart referenced in Section 3.1.A, and shown on page 33 of the 2013 Solo Rules, is no longer current and should be replaced with the following:



NOT RECOMMENDED

Stock

#9899 Boxster S Move to CS Proposal

The SAC feels the Boxster S doesn't meet the performance parameters of CS.

#9157 MINI JCW GP Classing Proposal

The SAC does not recommend classing the Mini JCW GP at this time, due to production and availability limitations.

#9975 BMW 1M Move to FS Proposal

The SAC feels the car doesn't currently fit the performance parameters of FS at this time.

#9821 New Stock Class Proposal

Thank you for your input. The SAC is not recommending this change at this time.

Street Modified

#10069 GTR Move to SSM Proposal

Per the SMAC, the response provided to letter #8493 (regarding this same subject) has not changed. The committee believes the Nissan GT-R fits the footprint of the SM class, and that it has not demonstrated performance-wise that it does not belong there.

Modified

#10076 Turbo Motorcycle Engine Weight Proposal

This topic is covered in another manner, by a proposal associated with item #9889.

OTHER MEMBER ITEMS REVIEWED

Stock

#9966 Mini Cooper GP Classing Proposal

See response to item #9157.

#9933 Mini Move to GS Comments

See response to #9932.

#9800, 9792, 9804, 9898 Boss 302 to FS Comments

Thank you for your input.

#9932 Mini Move to GS Comments

Thank you for your input. The SAC believes this car is correctly classed where it is.

Street Touring

#10079 E85 Comments

Thank you for your input. This subject was addressed by an item in last month's Fastrack (#9305)

Modified

#10006 F600 Comments

This topic is addressed by a revised proposal associated with item #9981.

#9969, 10015 F600 Comments

Thank you for your input.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | February 6, 2013

The RallyCross Board (RXB) met via conference call on February 6. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were Stephen Harris and Brian McCarthy, BoD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Cashion welcomed Jerry Doctor as the newest member of the RXB.

Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that Bob Ricker has agreed to continue serving as a member of the Safety Committee.

Doctor reported that the new incident report form has been issued with no changes other than addresses. The new Green Card has a significant change in that it is only an advisory to the injured party. Doctor stated his goal for the Safety Committee is to incorporate proper incident reporting into the Safety Steward Training Presentation and to create a formalized provision for training instructors and the renewal of Safety Steward licenses.

- RallyCross Rules Committee (Warren Elliott): The RXB received a member inquiry concerning the legality within the RallyCross Rules of methanol injection. The RXB discussed the issue and passed it on to the Rules Committee for further discussion.

Brian Harmer requested that Elliott send him a current list of Rules Committee members for the online committees directory.

- National Championship Committee (Brent Blakely): The 2014 National Championship site search is ongoing despite having one site ready and willing to host the event. Cashion expressed his desire to ensure full commitment from site management for a 3-year commitment and asked that the Committee open the search to other possible venues before a final decision is made.

Blakely reported that two individuals have expressed interest in and are being considered to serve as additional members of the National Championship Committee. The search continues for further representation on the committee from the eastern part of the country.

- Marketing Committee (Ron Foley): The schedule for the National Challenge events has not changed since last month with a remaining two Divisions with unscheduled events, although one of those Divisions, the Southeast Division, is making progress towards securing a site and a date. Brian Harmer requested that as the Divisions secure sites and dates that they forward event information and links to him for posting at the SCCA website.

Prior to the meeting, Brian Harmer sent out a sample file of the 2013 National Challenge trophies. He stressed that the trophies would only be able to be completed and mailed to the recipients once the event results have been submitted to the National office. An alternative substrate for the trophies was discussed.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported that currently four Divisional RallyCross Stewards (DRXS) are committed to attending the National Convention. The RXB continues to emphasize the importance of, and to encourage Divisional support for, DRXS attendance at National Convention.

Prior to this meeting Hyatt sent out the agenda for the Regional programs conference call scheduled for Feb. 11. The meeting will be well attended with nearly all the available conference call slots filled.

Hyatt reported the latest DRXS call was productive. The DRXS call for February will probably be cancelled due to the timing of the National Convention.

- Forum Activity: With the new year, forum activity has increased. One notable subject of discussion is Stock class wheel (size) allowances.

Old Business

- New site acquisition project: Howard Duncan reported no new information on the project. Work continues by others involved in the project.

- National Convention attendance, sessions and meeting facilitation: All RXB members will be in attendance at the National Convention. Sessions will remain as previously planned. Facilitators for those sessions were agreed upon by the RXB.
- National Convention awards trophies update: Howard Duncan will present the RallyCross awards with input from the RXB.
- Advisory position (competitor representative) nominations: As this subject is on the agenda for the Regional programs conference call, the RXB agreed to postpone any discussion or nominations until the National Convention.

Next meeting: March 2, 2013

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | February 5, 2013

The RoadRally Board met via conference call on February 5, 2013; meeting called to order at 7:30 pm CST.

In attendance: Chairman Rich Bireta, Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton, Deena Rowland from the National Office, and Board of Directors Liaisons Bruce Lindstrand and R David Jones. Not in attendance: Howard Duncan from the National Office.

Rich welcomed R David and Len (neither was able to attend last month's meeting); Len said he has been involved in motor sports since the late 60s, doing lots of different things; David said he did rallies "in my youth", he has primarily been a racer but has done everything, says his job as liaison is to help make rally more prominent.

January minutes approved (Chuck/Sasha/passed).

Old Business - General Road Rally/Regional Development:

- 1) 2013 Rules Change. The 2013 RRRs have been updated (including the 70 point rule for Master class only). Deena will post on the SCCA website

Road Rally Planning Calendar at www.scca.com/rally: Next step is to get link on the left hand side of the rally page; Deena will talk to Howard and the webmaster about this. We hope to have this done by the Convention.

2014 USRRRC Invitations for Proposals: The Invitation was posted to SCCA.com forum on January 8; no responses have been received; Rich will put out a reminder.

SCCA Convention Sessions:

- a. When do you arrive? All but Jeanne arrive Wed evening (or earlier), Jeanne arrives Thursday midday.
 - b. Reps of the BOD want to meet with Rich and other RRB members, no certain time yet
 - c. Convention sessions: (order to be determined)
 - i. March RRB Meeting I – 2013 RRB Priorities/Backlog, Friday, not open
 - ii. March RRB Meeting II – 2014 National Rules Changes, Saturday, open
 - iii. Road Rally Board Town Hall
 - iv. Road Rally Safety Steward Training – Jeanne English
 - v. Starting a Regional Rally Program – Rich Bireta
- 2) Weekend Membership Fees/ Increase time limits on Social Rallies: Sasha put together a draft about waiving Weekend Member fees for road rallies, and also to change/eliminate the 90 minute time limit for Social Rallies; Rich posted a letter to the BOD in the Dropbox. Discussion about WM fee: Clarence replied to delete mention of the \$5 fee, motion approved unanimously; Discussion about length of Social Rallies: as long as there is no safety issue, BOD will likely approve what we recommend; there is no problem with insurance as far as length; Motion: no time limit on Social Rallies. Bruce/Chuck/passed. Rich will amend his letter; send to RRB so we can vote by the end of week.

Len wants to have a dual social rally and regional event with lower fees (and no points) for social entries. If the rallies are exactly the same, he will need to combine the results; however, if something is different (a pause, a speed change) the two rallies can be scored separately.

Committee Reports - General Road Rally/Regional Development

- 1) National Events Committee (NEC) – Clarence.
 - a. The NEC committee has recommended that the Indy region not do combined events (two rallies scheduled, both multiple formats RT/RC/GTA) based upon input from former contestants that there were administrative problems and problems on the rallies; they would do better if they concentrate on one type of rally per day. Indy region has responded that they will not do the rallies at all if they can't do this format. Motion: reject the sanction applications from Indy region for multiple type events. Bruce/Clarence/failed. Ron Ferris or Jeanne English will do the pre-checks.
 - b. Bruce is the liaison for the St Louis rallies.
- 2) Publicity Committee (Pubcom) – Sasha
 - a. Cheryl Babbe has joined the committee, Eileen Waters and Rose vonHatten from St Louis have been asked to join.
 - b. The committee is working on developing a national calendar accepting listings from other clubs as well as SCCA.
 - c. The committee is investigating missing 'Primary Interest' data on SCCA member profiles; there may be a problem with the data not being correct (or missing); Sasha contacted Rick Myers to help resolve this issue.
- 3) Regional Development Committee (RDC)
 - c. Rallymaster Survey – Len has placed the results in the Dropbox; there was a 60% response with no real surprises; the report includes that the average attendance is 13 cars; rallymasters are looking to the RRB for help with promotion, publicity, cost reduction, paperwork reduction and incentives for experienced rally

- competitors to step up and become rallymasters.
- d. Rich has updated his "Rally Participation Survey 2012" (Thank you, Sasha, for compiling complete numbers). As a result of this survey, Rich sent a letter (in the Dropbox) to REs of regions with no rally program, offering help in setting up a rally program; he has gotten 4 responses so far, ranging from very positive to maybe to no thanks.
 - e. David Jones said that we are picking up that we need to focus on attracting younger people to play; the way to do that is to make it simple and fun, and to have a regular schedule of events.
- 4) Table safety steward instructor procedures for now (due to time constraints).

New Business General Road Rally/Regional:

Publicity Committee:

- 1) Scooba Palooza (Subaru event) – Bruce reported that the St Louis region has agreed to do a regional GTA concurrent with Ron Ferris' national event on Sunday morning (6/16), running after national cars, so all cars get to lunch at the same time; they expect about 70 cars for this event
- 2) Newsletter – Cheryl Babbe has offered to take over the road rally newsletter (formerly known as ITIS); the biggest question is how to distribute it, Sasha is working with Topeka to get a list of rally people to send it to.

Rules Committee:

- 1) Working on revising Article 11 Championship Classes for 2014, addressing APP class and GPS.
- 2) Dave Head submitted a proposal regarding time references; Bruce will ask the Rules Committee if anything needs to be changed in the RRRs.

New Business - National Road Rally:

- 1) National Sanction Fees – can they be reduced to match Regional fees? Tabled due to time constraints.
- 2) The insurance fee has gone down from \$4 per car to \$3.50 per car.

What is your "one RRB task" this month?

Jeanne – get minutes out quicker

Sasha – working on Primary Interest information

Bruce – work on rules in response to Dave Head's proposal

Clarence – work with Milwaukee region about getting road rally safety steward(s)

Chuck – work with Indy region on their June national rallies

Rich – post draft of memo to BOD about weekend member fees and social rallies; get ready for the convention.

Meeting adjourned at 9:25 pm

Next meeting at the SCCA convention March 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

50th SCCA National Championship 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/>