

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 3, 2012

The Club Racing Board met by teleconference on January 3, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, Fred Clark, Jim Drago, Peter Keane, Tom Start, Mirl Swan, and Pam Richardson, secretary. Also participating were: Todd Butler and Richard Patullo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; and John Bauer, Technical Services Manager Club Racing. Guests included Bob Dowie and Dave Gomberg. The following decisions were made:

SUGGESTED RULES FOR 2012

The following subjects will be referred to the Board of Directors for approval at the National Convention (if approved these rules will be effective April 1, 2012). Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at <http://www.crbscca.com/> or www.clubracingboard.com . Please send a separate comment letter on each subject.

GCR

1. #6706 (Jim Murphy) Protect against oil fires with heat shielding
Thank you for your letter. Heat shielding is permitted and encouraged, but is not mandated. The CRB suggests adding the following sentence to the end of GCR 9.3.28: *Heat shielding between fuel/oil lines and fuel/oil filters and exhaust components is strongly recommended.*

FORMULA

F600

1. #6901 (CRB) Revised F600 rule set

The following is the proposed rule set for a regional-only F600 class in accordance with the BoD guidance from its December 2011 meeting. All F500 rules remain unchanged except the following: K.6 and K.14 are replaced in their entirety; K.16 is included in K.14; K.17.A is superfluous and K.17.B does not apply.

K.1. Definition

A class for singleseat, open wheel, rigid suspension race cars using 600cc motorcycle engines. Specifications are restrictive in nature in order to emphasize driver ability rather than design.

Formula 600 is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars.

K.2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 875 pounds.

Wheelbase:	Maximum	80 inches
Overall Length:	Minimum	110 inches
	Maximum	150 inches
Overall Width:	Minimum	50 inches
	Maximum	55 inches

K.3. Suspension

Suspension shall be restricted and of a safe, suitable design. "Restricted" is defined as follows:

- A. There shall be no springs or shock absorbers acting either directly or indirectly between the frame/chassis and axle.*
- B. Rear driving axle shall be of solid or tubular steel. Axle shall be one piece live axle, driving both rear wheels. Trailing arms are allowed. Differentials and/or slip joints are not permitted. The object of K.3.B is to eliminate independent rear suspension of any type, or provision for lateral movement of the axle shaft to facilitate independent type suspension.*
- C. Blocks, bushings, and/or mounts of rubber or similar material shall be used to isolate engine and drive assemblies, and/or axles from vibration, shock, or track irregularities. The number of mounts shall not exceed one (1) per wheel and shall not exceed one (1) inch in thickness in uncompressed state nor shall they be stacked. The diameter of the mounts shall not exceed two (2) times their thickness. The mounts shall carry the weight of the car. Installation will be evaluated on compliance*

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with both the letter and the intent of this provision.

D. *Front axle(s) design and/or mounting configuration shall be such that the axle(s) does not function as a torsion bar. Split axle/independent front suspension is permitted so long as suspension control is affected solely by the mounting defined herein.*

E. *Anti sway bars are not permitted.*

K.4. Brakes

Brakes shall be foot-pedal operated, hydraulic disc or drum-type, acting on all four wheels. The brakes shall be a dual system, arranged in a manner to provide braking for at least 2 wheels in the event of failure in part of the system.

K.5. Steering

Steering is unrestricted provided it is of a safe and suitable design.

K.6. Transmission and Final Drive

A. *Only rear wheel drive is permitted.*

B. *The final drive ratio is unrestricted. Internal transmission gears shall remain stock.*

C. *Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.*

D. *All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are permitted. This may include cables, rods, or other mechanical linkage systems. All other shifting mechanisms are not permitted. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.*

E. *The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.*

F. *Mechanical throttle mechanisms must be used on all engines. Computer, electronic or pneumatic control of the throttle position is not permitted.*

G. *The use of jackshafts to transmit power from the output shaft to the rear axle is permitted.*

H. *Final drive chain tensioners are permitted.*

K.7. Frame/Chassis

The frame/chassis assembly shall be constructed of steel tubing, and shall be of a safe and suitable design. There shall be a bulkhead incorporated in the chassis forward of the soles of the driver's feet with the pedals depressed. Forward facing braces protecting the driver's legs and feet shall extend from the front roll hoop to the front bulkhead, unless foot protection is provided in accordance with 9.4.5.G.1.B.

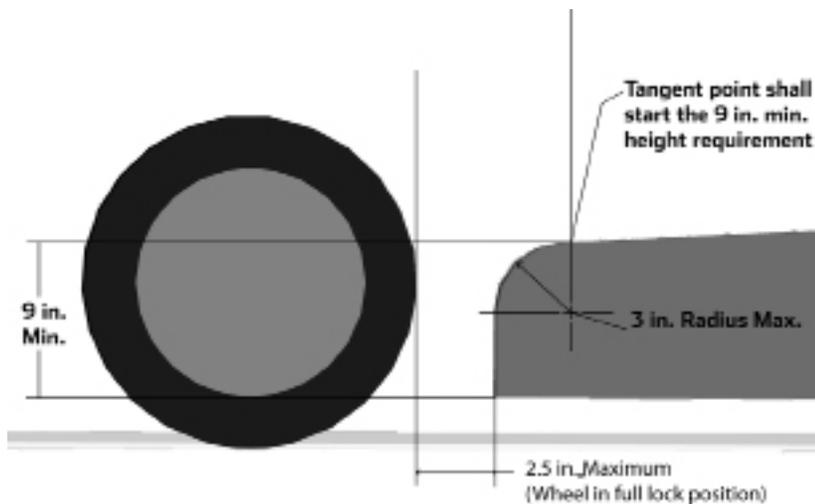
The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedal not depressed).

K.8. Roll Cage

Cars shall have a full roll cage complying with section 9.4.5, made of steel, and designed so that when viewed from overhead, an opening, having a minimum width of fourteen (14) inches and a minimum length of seventeen (17) inches is available for driver extraction under emergency conditions.

K.9. Bodywork

All mechanical components of the car, forward of the roll cage, shall be covered by suitable bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. Driver's seat shall be capable of being entered without the removal or manipulation of any part or panel. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The side pod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The side pod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The side pod(s) may be open to the rear. Side pod(s) is (are) intended to restrict wheel entanglement between cars. The purpose of these rules is to minimize the use of "ground effects" to achieve aerodynamic down force on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the engine or rear axle.) The bodywork shall not extend below the surface of the chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic down force on the car. Wings are prohibited.



K.10. Tires

Any recognized ten (10) inch racing tire with any tread width up to a designed 7.5 inch width may be used. Any HR rated radial tire may be used as a rain tire.

K.11. Wheels

Wheels shall not exceed a ten (10) inch diameter and 8.5 inch width.

K.12. Ballast

Ballast may be added to meet the minimum weight requirement provided it is securely mounted within the bodywork and serves no other purpose. It is recommended that underweight cars be brought to the minimum limit by adding strengthening material to areas providing driver protection; i.e., roll cages, frame rails, etc., rather than simply bolting in additional weight.

K.13. Fuel Tank

The fuel container shall be located within the bodywork, ahead of the rear wheels and behind the centerline of the front wheels.

K.14. Engines

- A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.
- B. It is the purpose of this section to control the power level of current and future F600 engines to be approximately the same. Thus all engines must use individual inlet restrictors (IIRs) that comply with Appendix F, Flat Plate Intake Restrictor, except the third and fourth bullet items. The IIRs holes shall each be 32.0 mm in diameter. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may require adjustments to the restrictors at any time by publication in Fastrack.
- C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless specifically authorized in these rules.
- D. The stock ECU shall be used. The ECU fuel and ignition map may be changed. Devices that modify inputs to or outputs from the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.
- E. Turbochargers and superchargers are prohibited.
- F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.
- G. The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.
- H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems are permitted.
- I. Oil coolers are unrestricted.
- J. The cooling system is unrestricted.-
- K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is permitted. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.
- L. Replacement of the standard connecting rod fasteners with alternate fasteners is permitted as long as there are no modifications to the production connecting rods Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no

modifications to the production parts being assembled or to the production assembly.

- M. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.*
- N. Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.*
- O. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.*

K.15. Chain Guards

Protective guards made from 1/8" aluminum or 3/32" steel are required where chain breakage could result in injury to the driver or damage to items necessary for the safe operation of the vehicle. This includes, but is not limited to, fuel lines, fuel tanks, brake lines, radiator, and water hoses.

GRAND TOURING

GT2

1. #6452 (Charlie Cook) Relax chassis restrictions - Panoz GTS

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 is permitted. Shock seals are not required. *Brakes are unrestricted. Front and rear anti-roll bars are unrestricted.*

SUGGESTED RULES FOR 2013

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

GCR

None

FORMULA

1. #6514 (Mike Quadrini) cylinder sleeves

Add the following new section: *9.1.1.E.14.K The following after market replacement cylinder sleeves manufactured by Los Angeles Sleeve of Santa Fe Springs, CA are for the Rotax 493 and 494 respectively: Rotax 493: FL-1286 (69.5mm) Rotax 494: FL-1224 (69.5mm) Note: the appearance of the port is machined as opposed to the as-cast port of the OEM sleeve and the sleeves are machined to size after installation in the cylinder casting.*

GRAND TOURING

None

SUPER TOURING

None

IMPROVED TOURING

None

PRODUCTION

None

AMERICAN SEDAN

None

SHOWROOM STOCK

None

SPEC MIATA

None

SPORTS RACING

None

TOURING

T1

1. #7075 (CRB) Part of 6797 that is rule change request

Add to spec line for BMW E92 M3 (08-09) BMW M3 GTS (2010), Max Wheel Size (inch): *F: 19X11 R: 19X11*

CAR RECLASSIFICATIONS

PRODUCTION

FP

1. #6939 (Inness Eisele) Classify BOTH the E30 and E36 318's in FP

Reclassify the BMW 318is (1991) now in EP to FP with the only change in specs being weight- 2350, 2409 and 2468.

WHAT DO YOU THINK?

GT

Over the last several years, the GT Advisory Committee (GTAC) has been classifying cars in specific engine displacement ranges and architecture styles. Such a range might be 1.6L to 1.8L and architectures considered are number of valves in the head, cross flow vs. non-cross flow, etc. We believe that this approach provided necessary consistency as we leveled the playing field with SIRs and weights across the classes. This approach also provided a sense of reassurance to competitors that most configurations would be treated uniformly and that there was some science behind the tiers of SIRs and weights. This was particularly important as many of the competitors were climbing the SIR development curve and we wanted to avoid chasing a moving target. This also has meant that when one or more tiers have been adjusted, a lot of cars have been affected.

The GTAC believes that the SIR development curve has begun to plateau and we are receiving data points from competitors that suggest that lower level, "precision" adjustments are likely needed to further equalize the classes. The GTAC collects a significant amount of data confidentially from many competitors. As a result, we know of multiple highly developed engines in a specific range (same SIR and weight) that are producing significantly different power outputs. In some cases this may be based on bore and stroke ratios, but that is not always the case. Other factors include specific nuances of head designs and other factors not easily quantifiable.

The downside of employing "precision" adjustments is that there necessarily would be subjectivity introduced into adjusting competition potential. We cannot quantify every available architecture for efficiency, nor each one's response to an SIR size change. The upside is that when we need to adjust a specific SIR and weight combination due to a specific package in a range either under or over performance, we would not need to adjust all the motors in that range and risk creating new over dogs or incurring other unintended consequences. This "precision" approach would be more like that used in the Production classes for adjustments.

To be clear, what this means is that if the committee perceived that there is a car or engine in the class that is materially outperforming or underperforming the other cars or like engines in the class, we would make an adjustment to just that car to improve class balance. This would be a subjective assessment, but it would be based on available data. We recognize that a shift in approach like this could lead to less stability. However, since the adjustments would be more specific than they are today, the "instability" would be felt by fewer participants overall. At the same time, the current SIR and weight assignments would form the base for future adjustments. It is anticipated that most current assignments would not change.

The GTAC is seeking member input on breaking away from the current, more calculated approach and making competition adjustments based on things like overall performance, bore/stroke, potential aero advantage/disadvantage, and other factors. If adopted, the new approach would be pursued to its logical conclusions; in some cases it could be seen as "rewards weight" that has been noted as "unfriendly" by competitors in the past.

Please indicate whether you would support individual competition adjustments or would support a continuation of current practices? Please send your responses as soon as possible and include your rationale and a brief statement regarding your specific effort and your experiences with respect to class parity in the current rule set.

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

None

FORMULA

None

GRAND TOURING

GT3

1. #6782 (Jim Valdez) Reduce weight on the BMW 2.3 DOHC engine cars by 65lbs.
Thank you for your input, please see What Do You Think item above.

SUPER TOURING

None

IMPROVED TOURING

1. #6503 (Mark Andy) Allow alternate shift linkage bushings
Thank you for your input, the rule is adequate as written.

ITA

1. #6683 (David Montgomery) Re-evaluate 240SX weight using 25% power increase
Thank you for your input. The CRB has determined that the vehicle's weight is correct.

ITB

1. #6617 (Michael Giacoma) Replacement of Automatic Choke With Manual Choke
Thank you for your input. The IT rules do not allow replacement of an automatic choke with a manual choke.

ITR

1. #6578 (Dale LaGasse) Classify 1982 El Camino for ITR
Thank you for your input. Since this vehicle was not manufactured with a manual transmission, it cannot be classified to run in Improved Touring.

PRODUCTION

1. (Multiple, 17 letters) Re-instate G Production.

Thank you for your input. The loss of GP left a gap in the performance levels of the production classes and some competitors left the production classes when GP cars were reclassified. At the time the decision to reclassify cars in GP was made, the BoD had taken the position that based on participation numbers, GP would not be a class at the Runoffs. It was the belief of the Production Advisory Committee that this decision would effectively destroy GP as a National class. This is the reason all GP cars were reclassified to FP or HP. The question now posed is could we successfully bring back GP?

Production racing participation is excellent at present. EP is fifth in participation numbers nationally in 2011 while FP is seventh and HP is fourteenth. Before GP cars were reclassified, GP was in serious difficulty. Between 2003 and 2007 the number of cars at the Runoffs in GP dropped from 34 to 16. Nationwide GP showed a similar drop. There is no reason to believe reinstating GP (with the same cars and specifications that existed in 2007) would create a healthy class.

Moving GP cars into HP has been a significant help to HP. It is true that at the longer/faster tracks the old GP cars have an advantage. However, at most tracks, the original HP cars remain competitive. The loss of former GP competitors to production is not solely a function of the elimination of GP. If we compare who was racing seven years ago to who is racing today in any class, there is significant change.

In EP we have been classing larger displacement cars with the hope they will become popular, allowing that group to be separated out as a new production class. We will try this same approach in all classes. The CRB understands that the greater the disparity in specifications between cars in any class, the more difficult it is to create parity in the class. However absent a reason to believe a new GP will have strong participation numbers, recreating GP serves no purpose. This is particularly true in light of the mandate of the BoD to the Competition Board to actively manage/consolidate existing classes to insure the classes that remain are well subscribed.

EP

1. #6792 (Dave Kavitski) Revoke CRB#6236 MX5 / RX8 Weight Reductions.

If the cars in EP are slowed materially the gap between EP and FP times will be eliminated. Thus slowing down EP is not an appropriate solution. The limited spread of times at the front of the EP field and the diversity of cars in this group reveals a competitive class. This is not to say that all cars in the class are competitive and this is the reason for the adjustments to the RX-8 and MX-5. These cars were brought in at conservative starting weights and based on further analysis of these cars and other cars in class, the reductions were deemed proper. The issue you identify of straight line speed vs. cornering speed impacts all the production classes. For example, in EP the Runoffs pole car did not have the top trap speed. Unless we can populate each of the classes with cars that are essentially identical as to engine size, suspension design, etc., some cars will make their times based more on straight line speed and others on cornering speed.

HP

1. #6796 (Gary Johnson) Reduce weight of 948Sprite/Midget by 50lbs.
Thank you for your input. This car's weight is classified correctly.

AMERICAN SEDAN

None

SHOWROOM STOCK

SSC

1. #6923 (Clint deWitt) Keep 2003-05 BMW Z4 in SSB, and reduce weight
Thank you for your input. Data shows the car and its weight are classified correctly.

B-Spec

2. #7017 (CRB) Letter 6856 Response to Item #4 (roll cage modification)
Please refer to section 9.4 in the GCR. The modification you mention (structural epoxy stuffed into the A pillars/cage seam) is not allowed.

SPEC MIATA

1. #6050 (Tom Burdge) Tires

Thank you for your input. The SCCA SM Spec tire is required only in National Racing. Each region can choose to adopt the new tire or grandfather the old tire for regional racing.

SPORTS RACING

CSR

1. #6574 (Garry Crook) Turbocharging

Thank you for your input and especially your thoughts for reducing costs for competitive engines. The CRB has reviewed this request and does not recommend approval. The CRB is concerned about the cost of racing engines, however, the potential horsepower gains for the requested engine size using turbochargers in DSR and CSR would create a dominant car in both classes.

TOURING

1. #6890 (Bill Peter) Ban Hoosier "A" tires

Thank you for your input. The only specification we are able to monitor is the DOT certification. Various manufactures offer compounds and tire construction under that certification and we cannot regulate those variables.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #6703 (Pat Goolsbey) #6184/#6203 (Pat Goolsbey/Tony Sleath) Runoffs SRF qualifying

Thank you for your letter. It is the responsibility of drivers to be aware of speed differentials when more than one class is on the track for any session, not only at the Runoffs, but during the normal race weekends. Since it is impossible to run each class in its own race group, this will continue to be something with which the drivers will need to contend. The CRB is looking at all race groupings based on information gained at the 2011 Runoffs, including the race group you mention.

2. #6865 (Bill Seifert) STL as a National Class – Runoffs

Thank you for your input. Since STL is a new class for 2012, the CRB will monitor class participation in 2012 and will make decisions depending on national entries.

3. #6909 (Bob Coffin) RE letter 6430 update

Thank you for your letter. Every effort is made to make SCCA racing fair to all participants. Weights and restrictions on all cars are carefully considered. If you have a specific rule request, the CRB would be glad to consider it.

4. #6935 (Larry Dulude) Communication--Club Racing Memo

The current method is sufficient.

5. #6950 (William Smith) Modify cage rules for IT to ST crossover

Thank you for your input. See letter 6885 in Technical Bulletin.

FORMULA

FA

1. #6581 (Matt Miller) Please Keep Current Engine Table

Thank you for your input and support of this program. Engine performance will continue to be monitored and adjustments will be made as the conditions dictate. This is an ongoing process that works well and will continue in FA as well as other classes.

F5

1. (Multiple, 85 letters) F600 proposal
Thank you for your letters, please see letter 6901.

FF/FC

1. (Multiple, 22 letters) FF/FC rules change proposal
Thank you for your input.

GRAND TOURING

1. #6633 (Gary Johnson) roll cage/wing height
Thank you for your input. The CRB will monitor the situation and make a change if it becomes necessary.

GTL

1. #6631 (Gary Johnson) eliminate the 50lb penalty for RWD
Thank you for your input. The GTCS does not specify a 50 lb weight penalty for rear wheel drive cars.

2. #6632 (Gary Johnson) reduce weight
Please see letter #6012 in November 2011 Fastrack.

3. #6656 (Lans Stout) Letter 6172
The CRB is monitoring the performance between the unrestricted and restricted classifications and we do acknowledge that the gap may be closing. If the CRB feels competition adjustments need to be made, based on our monitoring, they will be made.

SUPER TOURING

STU

1. #6863 (Dave Maynard) ex Grand am specs for 2004 330ci
Thank you for your submission. In order to compete in ST, you should prepare your car to current ST rules.

IMPROVED TOURING

1. #6484 (Greg Amy) Aftermarket mounts.
Thank you for your input. Please see the 2012 GCR.

PRODUCTION

EP

1. #6793 (Dave Kavitski) Add 100 lbs weight to 99 Miata.
See response to letter 6792.

2. #6794 (Dave Kavitski) Add 75 lbs of weight to 71 Datsun 240Z.
See response to letter 6792.

3. #6795 (Dave Kavitski) Add 50 lbs of weight to 79-89 RX7.
See response to letter 6792.

4. #6798 (Dave Kavitski) Add 25 lbs to the 99 BMW Z3.
See response to letter 6792.

AMERICAN SEDAN

None

SHOWROOM STOCK

SSC

B-Spec

1. #6772 (Peter Schwartzott) B-SPEC car classification
Thank you for your input. The car fits the dimensions and is restricted accordingly. The CRB will continue to monitor the performance of the car.

2. #7016 (CRB) Letter 6856 Response to Items #2 (lower control arm bushings) and #3 (camber adjustment)
These are addressed in section 9.1.7.E.35 of the B-Spec rules.

3. #6800 (Steve Sanders) Allow Mazda 2 an alternate rear sway bar.
Based on the initial release of the B-Spec rule set (see 2012 GCR), the rear sway bar, Mazda part number 0000-04-2203-RR is part of the Mazda kit.

SPEC MIATA

1. (Multiple, 20 letters) .010 Overbore

Thank you for your input. Please see the November Fastrack, letter #5302. The rule change was approved by the Board of Directors for 2012 (see December 2011 Fastrack, page 26) and is in the 2012 GCR.

SPORTS RACING

None

TOURING

T2

1. #6741 (Richard Kulach) Publish the process for determining weight/restrictors.

The T-SS Committee has found that no simple "process" calculation is adequate to provide equality across the classes, as we have the most diverse types of car fields in the club. We have found that an approach that begins with power/torque to weight is a good starting point. From there a car's potential is characterized in both straight line performance (engine curves, gear ratios, final drive, aero drag, etc) and cornering performance (suspension type, cg height, springs, bars, tire size, etc). If the need exists, dynamometer testing and lap time simulations may be used to assess a new car that is placed in a class, or a car that has been adjusted with a restrictor. Finally, track performance, including data acquisition, is used as the final feedback to maintain equity in each class.

2. #6748 (Marty Grand) Correct Evo X MR weight

Please refer to letter 6927 in Technical Bulletin

3. #6871 (William Moore) Club Racing Technical Bulletin TB 11-12 November 20, 2011 - Solstice

The 2012 GCR has clarified that an SIR was intended for the Solstice, rather than a flat plate restrictor. The CRB has data that shows this will help the car. The CRB will continue to monitor its performance.

4. #6928 (CJ Moses) Allow Hood Pins in SS and Touring classes

Hood pins are permitted. See GCR 9.1.10.D.10.g.

RESUMES

1. #6559 (Geno Petersen) Resume for Geno Petersen

Thank you for your resume. It will be kept on file for future openings on the Formula/Sports Racing Committee.

2. #6482 (CRB) Resume for F/SR Advisory Committee

Bruce Lindstrand has been appointed to the Formula/Sports Racing Committee.

3. #6281 (Bill Johnson) F/SR Committee

Bill Johnson has been appointed to the Formula/Sports Racing Advisory Committee.

4. #6241 (Marc Cefalo) Spec Miata Advisory Committee

Thank you for your resume. It will be kept on file for future openings on the Spec Miata Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2012

NUMBER: TB 12-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/12 unless otherwise noted.

GCR

None.

Formula

FB

1. #6258 (Club Racing Board) Bodywork rule omission

Add a new section, 9.1.1.H.3.i, as follows:

"There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. All bodywork shall be firmly attached to the chassis."

F5

1. #6625 (Jack Walbran) F500 593 Rotax Engine Errors and Omissions

In section 9.1.1.E.14.A, make the following changes:

"Carburetors: The induction system is restricted to two (2) 38mm Mikuni VM 38 round slide carburetors (except AMW). No modifications are permitted to the carburetor bodies. The use of any jets or jet needles is permitted.

Carburetor mounting shall be of individual runners, no balance pipes, no plenums unless fitted as standard as on the 493 and 593 engine. *38mm intake boots, BPP 48067860 or Kimpex 07-100-33, shall be used for the 493 and 593 engines.* Supercharging, turbocharging, and direct fuel injection are prohibited."

In section 9.1.1.E.14.G, make the following changes:

"Rotax 494, 493, and 593 engines: Any Rotax 494, 493, or 593, respectively, model thermostat housing or water outlet elbow may be used. The water bypass may be blocked. Either upper or lower cylinder head water outlet may be blocked in any safe manner to facilitate use of a single water outlet."

Add a new section, 9.1.1.E.14.K, as follows:

"K. Rotax 593 engine only: Rotax OEM 0.010" overbore piston P/N 420889171 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted."

FF

1. #6836 (John Grooms) Request for clarification on intake.

Add a new section, 9.1.1.D.3.k.2.a, as follows:

"a. Air filters are unrestricted. All air entering the engine must pass through the air filter prior to entering the throttle body. No devices such as, but not limited to, air horn(s), trumpet(s), bell mouth(s), velocity stack(s), vortex generators and or turning vanes are permitted inside the air filter or between the air filter and the throttle body."

Grand Touring

1. #6931 (GT Committee) GT Floor pans

In section 9.1.2.F.4.b.2, clarify as follows:

"Chassis, frame, or subframe may be lightened, reinforced, or replaced, provided components and attachments are not relocated, except where specifically permitted. Reinforcing does not authorize the use of belly Floor pans *are only permitted behind forward of the firewall or the trailing edge of the front wheel opening, whichever one is furthest forward, or aft of and forward of the front edge of the rear wheel opening.* The floor behind the rear wheel opening shall be flat and follow, but not exceed, the line of the rear fender bottom. Only the fuel cell container may protrude or extend below this plane. *There shall be no pans, whether factory supplied or otherwise, between the spoiler pan and the floor pan nor between the floor pan and the floor behind the rear wheel opening.*"

In section 9.1.2.F.4.b.12, clarify the last sentence, as follows:

"The sSpoiler "pans" *are only permitted area* forward of the leading edge of the front wheel openings and shall be flat and follow, but not exceed, the line of the front fender/spoiler bottom."

GT3

1. #6648 (John Bauer) Correct the Acura B18B inlet specification.

Honda Engines, B18B, Change Fuel Induction as follows: “~~31mm SIR~~ **unrestricted**”

GTL

1. #6582 (Peter Zekert) Add Kia Rio & Kia Forte to GTL

In GTL, add Kia Rio as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Kia Rio& Forte</i>	<i>2000-Present</i>	<i>2DR</i>	<i>RWD</i>	<i>97.0</i>	

2. #6583 (Peter Zekert) Allow 2010–present Hyundai Accent in GTL

In GTL, add the Hyundai Accent as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Hyundai Accent</i>	<i>2010-Present</i>	<i>2DR</i>	<i>RWD</i>	<i>97.0</i>	<i>May use any class-legal Kia engine</i>

3. #6610 (Peter Zekert) Classify 1.6L Gamma DOHC engine

In GTL, add the following engine:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>Kia Gamma</i>	<i>DOHC</i>	<i>77.0 x 85.44</i>	<i>1591</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>23mm SIR</i>	<i>1950</i>	<i>.</i>

4. #6611 (Peter Zekert) Classify 1.8L DOHC 16V engine form Kia Sephia

In GTL, add the following engine:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>BP</i>	<i>DOHC</i>	<i>83mm x 85mm</i>	<i>1839</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>22.5 mm SIR</i>	<i>2270</i>	<i>.</i>

Improved Touring

1. #4330 (Charles O’Toole) reexamine heater core plumbing allowances.

Clarify section 9.1.3.D.3.g as follows: “Engine coolant fluid, coolant/heater hoses and clamps maybe substituted. Heater hoses may be plugged **or bypassed (looped) or removed**. Heater water control valve(s) may be added or substituted. Heater core ~~and hoses~~ shall not be removed.”

Super Touring

1. #6885 (Greg Amy) Rollcage Rules, Super Touring

In section 9.1.4.B, add to the end of the first paragraph:

“Cars modified beyond SS, SM or IT rules in any fashion must meet full ST safety requirements.”

STO

1. #7002 (ST Committee) E&O Ford Mustang in Jan FasTrack

In STO, Ford 5.0L “Coyote” engine, change the Notes as follows:

““Boss” intake manifold required permitted.”

STU

1. #6832 (Tom Bull) Response to #6567 Rob May change STU turbo wording

In section 9.1.4.2.1.2, rescind the following sentence:

“No turbocharged engines with more than 4 cylinders will be classified.”

Add a new section 9.1.4.2.1.3 as follows:

“Turbocharged engines of greater than 2.7L displacement shall use the weight as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater.”

[Since the regs specifically state that we cannot classify a V6 turbo in STU, we **must** change that reg to be able to do that. Period. And, once we make that change, since we do not have an allowed engine table, the engine is by default allowed. Thus, once we’ve rescinded 9.1.4.2.1.2, *even if we classify this car/engine combo in Table A*, it does not preclude someone else from running the engine in another chassis. And, Table A is **additional** allowances, not **superceding** allowances (i.e., just because it appears in Table A does not mean it cannot be used as otherwise compliant to STU regs).]

2. #7003 (ST Committee) E&O Letter 6550

In section 9.1.4.2.1, Table A, combine the Lotus Elise SC and Lotus Exige SC on one line and change the Notes as follows:
"OEM-Open pulley and injectors; OEM camshaft lift *at 2400 lbs. Stock SC pulley, and injectors permitted at 2200 lbs.*"

Production

FP

1. #6810 (Barry Perkins) Reduce the weight of the MGB by 100lbs.
In FP, MGB & MGB-GT, change the weight as follows: ~~2000~~ *1950*

American Sedan

None.

Showroom Stock

None.

B-Spec

1. #6856 (Mike Ogren) Oversights.

Add a new section 9.1.7.E.1.39 as follows:

39. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.

2. #6877 (Club Racing Board) Remove the 2-4 door designation from the Toyota Yaris.

In SSC, Toyota Yaris 2-4 door (07-12), remove ~~2-4 door~~.

3. #6878 (Club Racing Board) Remove the 4-5 door designation from the Nissan Versa.

In SSC, Nissan Versa 4-5 door (07-11), remove ~~4-5 door~~.

4. #6888 (Club Racing Board) Change language regarding eccentric bushings.

In section 9.1.7.34 change the third paragraph as follows: Maximum 2.5 degrees negative chamber on front and rear; MacPherson strut suspension may decamber wheels by the use of eccentric ~~bushings~~ *bolts (crash bolts)* at control arm pivot points, by the use of eccentric ~~bushings~~ *bolts (crash bolts)* at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate.

Spec Miata

None.

Sports Racing

CSR

1. #6568 (Billy Waits) Update engine allowance rule for Élan DP02 in CSR

In 9.1.9 G.3, make the following changes:

"The only engine ~~s~~ permitted is *are* the Ford 2.3 liter Duratec *or Mazda 2.0 liter MZR* as supplied by Elan Power Products (EPP). No modifications are permitted. The engine must have the four (4) EPP numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by EPP."

2. #6821 (Club Racing Board) Correct omission

In section 9.1.9.A.2.a.5, make the following changes:

~~"Fuel injection is allowed on all engines up to 1615cc, up to 4 valves per cylinder unless otherwise specified. Fuel injected engines shall use the same size venturis or restrictors as the specified carburetors."~~

Touring

T1

1. #6709 (Adam Vanda) Reduce the weight of C6/ LS2 motor by 200lbs

In T1, Chevrolet Corvette C6 Coupe (05-10) /Grand Sport (2010) change the LS2 weight as follows: ~~3280~~ *3180*

T2

1. #6818 (Cheyne Daggett) Allow alternate brakes for the 11/12 Mustang.

In T2, Ford Mustang V6 (11-12), add to the Notes as follows:

"14" Brembo Brake Kit #M-2300-S"

2. #6913 (Cheyne Daggett) Weight Reduction or CAI

In T2, Ford Mustang V6 (11-12), change the weight as follows: ~~"3575~~ *3500"*

3. #6927 (CJ Moses) Weight/Restrictor Adjustment EVO X

In T2, Mitsubishi Lancer Evo X / GSR / MR (08-11), change the Notes as follows:
"41 mm Turbo inlet restrictor required *42 mm Turbo inlet restrictor required*"

Change the weights as follows: "~~3530~~ *3625* or ~~3630~~ *3700* with paddle shifter"

T3

1. #6679 (Chad Gilsinger) Remove Inlet Restrictor from Honda S2000

In T3, Honda S2000 (00-09), change the Notes as follows:

"~~54mm flat plate restrictor required.~~ *58mm flat plate restrictor required.*"

In T3, Honda S2000 CR (08-09), change the Notes as follows:

"~~54mm flat plate restrictor required.~~ *58mm flat plate restrictor required.*"

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change the weight as follows: ~~3400~~ *3375*

Spec MX-5

None.

TIME TRIALS

TIME TRIALS ADMINISTRATIVE COUNCIL | December 14, 2011

The Time Trials Administrative Council met by teleconference on December 14, 2011. Participating were Matt Rowe, Co-Chairman Chuck Deprow, Tony Machi, Co-Chairman, Bob Horansky, Bob Lybarger, Josh Hadler, Dave Deborde, Kent Carter, Jerry Cabe, Phil Creighton, Lisa Noble, and Joe Oliveira. Also participating was Deanna Flanagan, SCCA Club Racing Manager.

- Lisa Noble of the BoD addressed the TTAC and expressed the desire of the BoD to give the TTAC the tools needed to grow the entire Time Trials program.
- The TTAC and Liaisons present on the conference expressed their thanks to Matt Rowe for his service as TTAC Chair.
- 2012 Time Trials rules modifications were approved by the BoD in their entirety and have been published in Fastrack.
- Previously discussed changes in licensing allowing designees to appointed by the TTAC Representative/Program Manager to approve licenses will be submitted to the BoD for review at their next scheduled meeting.
- The wording submitted to the BoD regarding Time Trial credit towards Club Racing licensing to be included in the GCR was approved basically as it was submitted.
- Standardization of Safety Steward training was discussed. Will evaluate the formats utilized in various Divisions and utilize input from the TTSC to move forward.
- The TTAC and Liaisons reviewed the input that was solicited from the membership regarding the possibility of modifying the current passing rules for Level 3 events. The input received was primarily from the Southeast Division, with almost all of the input voicing support for not modifying the current rules structure for passing in Level 3. There was also input that reflected that drivers would appreciate other drivers monitoring their mirrors more appropriately to assure safe passes. There was additional discussion that Club Racing drivers participating in Time Trials sessions must remember to still abide by the passing rules that are in place for that Time Trials session.

RULES / DOCUMENTS:

- **MOTION:** Machi/Oliveira. To leave the passing rules in their current format for all levels of Time Trials, and to review these current passing rules in an attempt to clarify any ambiguities that may be present without changing the intent.
PASSED - Unanimously

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Dec. 28, 2011

The Solo Events Board met by conference call December 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill and Brian Harmer of the National Staff; BOD members Brian McCarthy John Walsh. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

GENERAL

- The SEB thanks Art Trier for his service to the National Appeals Committee (NAC)
- Marcus Meredith has been appointed by the SEB to the NAC.
- The Site Committee is being reactivated, and will be available as a resource to Regions and Divisions for assistance with site acquisition issues.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - #5009, Fiat 500
 - #6499, camber allowances
 - #6626, 6627, Excluded cars in SS comments.

STREET TOURING

- The STAC is submitting the following rule change proposals for member comment:
 - Replace 14.10.J with the following (#4128, 4837, 6431):

"Any engine or transmission mount is allowed provided it attaches only to the original mounting points, does not relocate the engine/transmission (other than incidental to changes in compliance material), and weighs no less than the OE mount. All components between the engine/transmission and the mounting structure are considered to be part of the mount assembly."

Also remove 14.8.E and re-letter subsequent sections accordingly.

Comment: The existing allowance attempts to retain bushing compliance through an ineffective restriction on metal content. Mounts of a solid nature can still be legally fashioned from hard plastic (e.g. Delrin). The proposed allowance replaces that ineffective restriction with one that instead limits weight reduction benefits.

- Add a new second sentence to 14.10.A as follows (#6776):

"Oil pump pickups may be relocated within the OE pan."

Comment: This provides additional flexibility in maximizing use of allowed baffling to increase reliability under hard cornering.

STREET PREPARED

- The SPAC is submitting for member comment the following rule change proposal:
 - Change 15.10.J to read as follows (#6403):

"Engine and transmission mounts may be replaced, but must attach in the factory location(s) without any additional modifications. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts, may be replaced by manufacturer's performance part or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.) If one or more non-OE engine or transmission mounts are used, 15.10.K does not apply and a torque suppression device may not be used."

Additionally, delete 15.10.N.

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #6347, timing covers
 - #6485, SSP comments

STREET MODIFIED

- The SMAC has a vacancy at this time, and members interested in serving on this committee are invited to submit their qualifications in writing to the SEB.
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
 - #6521, SM weights. The SMAC is not currently proposing raising weights across the board.

PREPARED

- Per the PAC, the following rule change proposals are submitted for member review and comment:
 - Change the maximum wheel diameter/width specification for all full preparation car listings in Appendix A for G Prepared to **16x10**. Comment: The intent of this proposal is to provide a moderate competitive adjustment for full-prep GP cars, by allowing wheels up to 10 inches in width with no weight penalty. (#4144, 6166, 6670)
 - Add the following to 17.10 (#4597):

"T. Traction control/stability control may not be added to a car which was not equipped with an OEM traction/stability control system. OEM systems may be retained, but may not be replaced or modified in any way other than deletion."

Comment: The intent of this proposal is to explicitly ban non-OEM traction/stability control systems in Prepared classes, unless specifically authorized in Appendix A.
 - Revise the 6th paragraph of Appendix A for CP to read as follows (#5249):

*"Similar configuration is defined as having the same number and arrangement (e.g., V, Straight, Flat, etc.) of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. **Alternate material (aluminum) engine blocks may be used on U.S. produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.**"*

Comment: The intent of this proposal is to allow aluminum engine blocks in CP, even if the original engine wasn't available with an aluminum block from the factory.
 - Revise the 4th paragraph of Appendix A.1.c. for XP to read as follows (#5551, 5582, 5612):

*"Wing endplate surface area is limited to 200 square inches each and the number of endplates is limited to a maximum of two. Convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle. **In the event that a convertible/roadster with no roof or a targa with no rear window retains the original equipment windshield frame with a windshield of any material that meets 17.2.K.1, the top of the windshield frame shall be considered top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.**"*

Comment: The intent of this proposal is to increase the allowable wing height for open cars with full windshields.
 - Change the Appendix A listing for the Toyota Starlet in EP to read as follows. (#5858):

Starlet (non-turbo, 2WD) (1981-1984)

Alt Engine: 4A-G (1.6L) with cyl. head P/N 11101-16010, or 11101-16030

Comment: The proposed change eliminates a potential engine/cylinder head configuration that was not available in RWD Toyotas
 - Add the following subsection to Appendix A, Section 9 for X Prepared. (#6764):

"c. Regardless of the Minimum Weight Calculations above, no car shall weigh less than the following Minimum Weights:

RWD: 1,600 lbs

FWD: 1,500 lbs

AWD: 1,700 lbs"

Comment: The intent of this proposal is to establish minimum weights that limit the potential for a vehicle significantly lighter than cars currently competing in XP to upset the competitive balance of the class
- The PAC and SEB have reviewed the following items, and thank these members for their input:
 - #6167, power steering. This subject was addressed by the Limited Prep rules reorganization, which has been implemented for 2012.
 - #6191, XP weight formula proposal

- #6200, XP rules comments
- #6246, Limited Prep rules comments
- #6247, Jetta Diesel classing

MODIFIED

- The SEB thanks Chuck Voboril and Gary Milligan for their service as members of the MAC.
- Clemens Burger has been appointed by the SEB to the MAC.
- The MAC and SEB have reviewed the following item, and thank this member for his input:
 - #6622, FSAE and AM. This issue has been covered by a recent Tech Bulletin (re: #6168) and is the subject of an additional future proposal which is being finalized by the MAC.

KART

- The SEB thanks Brian Garfield, Vernon Head, and Alan Sheidler for their service to the club as members of the KAC.
- The following rule change proposals have been submitted by the KAC and is provided here for member review:
 - Change 19.1.D.1.d to read as follows (#6377):

“d. Case, Cylinder, and Cylinder head: The engine case may be modified internally to alter the path of induction (porting) or match to induction ports in the cylinder. The cylinder and/or head, including ports, power valves, and castings, may be modified or machined subject to the requirements of section 10.1.D.1.e. Water inlets and/or outlets may be modified for aftermarket fittings and/or hoses. Adding or deleting cylinder ports or re-sleeving of the cylinder is not allowed.”
 - Add to 19.1.d.1.i, immediately after “...or aftermarket parts” as follows (#6378):

“The transmission parts may be polished to facilitate shifting”

NOT RECOMMENDED

General

- #6075, prohibit course recording. There is no practical means by which such a ban could be effectively enforced.

Stock

- #6523, camber allowances. Allowing camber plates would not be consistent with Stock category philosophy.
- #6585, Chevrolet Sonic classing. This model does not meet the provisions of Section 3.1 relating to rollover risk, as it does not have a published SSF rating and its average track width is smaller than its overall height.
- #6599, Genesis item in Appendix F. This model-specific item is no longer necessary, now that the general rule covering the subject modification has been changed to address the issue.
- #6785, 6786, S2000 CR classing. The SAC believes this car is consistent with the current competitive landscape in BS.
- #6842, Mini Countryman classing. This model does not meet the provisions of Section 3.1 relating to rollover risk, as it does not have a published SSF rating and its average track width is smaller than its overall height.

Street Touring

- #3890, transmission coolers. The STAC believes that current fluid allowances are sufficient for Solo event usage.
- #4103, M3 in STR. This model does not currently fit within the classing philosophy of STR.
- #4285, NSX classing. The STAC believes this car’s potential exceeds the limits of current ST classes.
- #4654, 6867, Toyo exclusion. This change is not considered necessary at this time. The issue will be examined further in the future.
- #6588, steering wheel replacement. Airbag replacements for the subject model continue to be available from the OEM.
- #6722, ECU programming. The ECU allowances in ST were recently revised, and the STAC does not feel additional changes are appropriate at this time.
- #6870, BMW E30 move to STC. Per the STAC, there are existing E30 325’s running in STX that already have aftermarket differentials. This change would be a significant takeback (requiring limited-slip removal) in order to move the car to STC, negatively affecting some competitors. It is not believed that this would provide significant competitive relief.
- #6902, Audi TTRS classing. The STAC believes this car’s performance potential is beyond the limits of current ST classes.

Street Prepared

- #6124, '84-'87 CRX/Civic move to FSP. The SPAC does not believe this car is a good fit for FSP.

- #6581, move 370Z. The SPAC wishes to assess the impacts of the recent SP class reorganization before making further adjustments to the classes.

Street Modified

- #6520, SM weights. Per the SMAC, at this time the available data does not suggest that AWD cars cannot be competitive within the current rules.

Prepared

- #5728, 6137, 6282, 6727, XP wheelbase and width. The PAC is concerned that wheelbase and/or width restrictions would jeopardize XP's status as the catch-all class for Prepared. However, the PAC will be submitting one or more alternative proposals to address the issues raised by this member, while still allowing Prepared-legal vehicles to compete in XP.
- #5843, Civic/CRX listing. The proposed mix of model generations is not consistent with the general classing philosophy.

Kart

- #6397, KM gear ratio change proposal. The Rotax-powered kart has the ability to run 10-inch or 11-inch diameter drive tires, giving options for gearing. The KAC and SEB do not view the requested change as being consistent with class philosophy.

TECH BULLETINS

Stock

1. Per the SAC, the following new listings are effective immediately upon publication (#6904):

HS	2012 Mini Cooper Coupe
DS	2012 Mini Cooper S Coupe
DS	2012 Mini Cooper S JCW Coupe

Street Touring

2. Per the STAC, the following clarification items are provided (#3634, 4679):

Add a new last sentence to 14.2.F.1 as follows: "Model' is defined in 12.3."

Add to Appendix F under STREET TOURING CATEGORY CLARIFICATIONS:

"BMW 3-SERIES LISTINGS

For the purposes of 14.2.F.1, all BMW 3-series within a generation (E30, E36, E46, etc.) are considered the same model, including "M" versions."

3. Per the STAC, the following new listings are effective immediately upon publication:

STX	1990-1996 Nissan 300ZX, non-turbo (#3733)
STC	2003-2008 Hyundai Tiburon V6 (#6784)
STX	2008-2012 BMW 128i (#6879, 6887, 6896)

Comment: This model is currently allowed in this class via the catch-all listing. Adding the specific classification merely makes it eligible for National competition.

4. Per the STAC, clarify 14.9.A by adding the following new last sentence (#6723):

Battery allowances do not apply to electric and hybrid-electric vehicles.

Street Prepared

5. Per the SPAC, the following new listing is effective immediately upon publication (#6300):

DSP	Peugeot 505 (all) (1979-1991)
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Street Modified

6. Per the SMAC, interior panels are any surface on the inside of the car, whether they be plastic or metal. Care should be taken to minimize modification to perform the fuel cell install. The driver's compartment definition is covered in Section 12.8. (#6313)

Prepared

7. Per the PAC, the Appendix A listing in GP Limited Prep for the VW Golf is corrected to read as follows (#5377):

Golf (<i>non-turbo</i>) (GTI,GT,GL)	15x7	1.57/1.30	58.8/58.2
1780cc	1780		
Fuel Inj			

Comp ratio to 11.5:1, valve lift to 0.420 in."

Comment: The only change to this listing is the addition of the phrase (*non-turbo*), to clarify that later Golf turbo models with similar displacement are not eligible for GP.

8. Per the PAC, the following new listing in GP (full prep) is effective immediately upon publication (#5422, 6716):

Datsun

SPL 310-U 1488cc 1550 14x7 1.65/1.26 51.5/50.7

(2) Hitachi HJB-38W

SPL 311 / 311-U 1595cc 1700 14x7 1.66-1.69/1.26-1.38 53.7/50.7

(2) Hitachi HJB-38W-3 or (2) SU HS-4 1.5"

9. Per the PAC, the A1 chassis VW listing in EP is corrected to read as follows (#5529):

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (8V A1 Chassis) (1975-92)

Comment: This revision corrects the range of model year dates to include all years the A1 chassis VW's were produced.

10. Per the PAC, non-OE replacement bodies are allowable in XP for the Factory Five Roadster, Factory Five Challenge Car and Superformance MKIII. Replacement bodies must be dimensionally similar to the OE part, and must be of similar construction, including material, thickness and weight. (#6120, 6791)

Karts

11. Junior: Per the KAC, the intent of the Junior B rules for the Briggs and Stratton Raptor motor is to follow section 701 in the WKA Rulebook for the Briggs and Stratton Stock Raptor 5hp Engine. Members can contact the Tech Services Department for additional information (#6077).

12. KM: Per the KAC, 19.1.D.1.i is being clarified to read as follows:

"i Transmission: OE cases must be used. Transmission gear sets are exchangeable within a manufacturer's engine series as an update/backdate allowance. This does not allow substitution of gears with those from another manufacturer or aftermarket parts. Shifter mechanisms must be manually operated, no air or electric assisted shifters are allowed."

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | January 4, 2012

The RallyCross Board (RXB) met via conference call January 4. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Todd Butler and Stephen Harris, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

1. RallyCross Safety Committee: Per Brent Blakely no new incidents have been reported since the last RXB meeting.
2. RallyCross Rules Committee (Warren Elliott): Forum discussions are ongoing regarding interpretation of the new rule for radiator replacements in the Prepared categories. Warren Elliott will start a forum discussion regarding the possibility of adding experimental Tuner categories. Mike Byington will be added as a member to the Rules Committee.
3. National Championship Committee (Ken Cashion): Ken Cashion discussed his letter to the Divisional Stewards requesting input on proposed changes to the series. Some of the stewards have responded, but at the time of this meeting most have not. The RXB hopes to avoid having Regional and Divisional events scheduled on or too closely to National events.
4. Divisional Steward Liaison (Stephen Hyatt): Brent Carlson, Central Division Steward, has tendered his resignation. He and the RXB are actively seeking a replacement.
5. Forum Activity: Some rules discussions, as noted in the Rules Committee report.

Old Business

1. Growth discussion:
 - a. Regional Program Development Assistance (Stephen Hyatt): Brent Blakely will work to create a RallyCross event promotional packet for event organizers.
 - b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): Exploring the possibility of adding RallySprint events, with corresponding rules package, for 2013.
 - c. Marketing and Communications Plan (Ron Foley): Few schedules have been posted to date. Action item: Bryan Tippens to contact Divisional RallyCross Stewards to request and encourage schedules, both Divisionally and Regionally, for web publishing.
 - d. National Program Enhancements (Ken Cashion): None.
2. National Convention:
 - a. Seminars: Q&A for Novices (All); RallyCross Town Hall (Ken Cashion, Warren Elliott (rules)); RallyCross Schools Best Practices (Ron Foley); RE's – RallyCross Issues, Needs & Best Practices; RXB closed session with Divisional RallyCross Stewards; RXB closed session.
 - b. Awards: Recipients were selected and voted on by the RXB for the annual RallyCross awards to be presented at the 2012 National Convention—Regional Achievement Award, Divisional Achievement Award, and Dirty Cup.
 - c. Attendance: All RXB members will be attending.

New Business

1. Detroit sanction: Approval granted for January 8 event. Bryan Tippens to be the primary safety steward.
2. Divisional Stewards: The RXB discussed the roles and responsibilities of the Divisional RallyCross Stewards. Grooming successors should be encouraged; perhaps having an assistant steward is a good idea.
3. Committee Composition: Ken Cashion requested that in the next few months that committee recruitment come from the membership at large and that there be only one RXB member per committee.

Next meeting: February 1, 2012

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | January 3, 2012

The *RoadRally* Board (RRB) met via conference call on Tuesday, January 3, 2012.

Attending were: Chairman, Jim Wakemen; members: Jeanne English, Sasha Lanz, Chuck Hanson, Clarence Westberg and Rich Bireta; Deena Rowland and Howard Duncan, National Office; Bob Lybarger and Steve Harris, Board of Director Liaisons. Not in attendance: Eva Ames.

Proceedings

1. **December, 2011, RRB minutes** approved (Hanson/English).

2. **Rally Liaison updates**

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

2012 Rallies / Liaisons:

Desert Skies, NT, AZ Border, March 10 - English

Desert Sands, NC, AZ Border, March 11 - English

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

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

CAST in Stone, NT, Detroit, July 28?

Western Virginia Natl Tour, NT, Steel Cities, Aug 25-26 - Bireta

Oktoberally, NC/RC, LOL, Sept 15 - Westberg

Badger Trails, NC, LOL, Sept 16 - Westberg

Catoctin Monte, NT/RT, WDC, Oct 6 – Wakemen

Lobster Traps, NC/NGTA, WDC, Oct 7 - Wakemen

Yucatan Safari, LOL, Dec 8

Yucatan Safari past – waiting for a write-up for SCCA website, or can send ‘bullet-point’ format to Reece White at SCCA for updating to web.

There was discussion about the upcoming National rallies in Arizona, and what we can do to help make them better. (Details in the RRB Dropbox.) English will contact John Sears.

Sanctions for the June Indianapolis Nationals will be submitted soon.

The August Steel Cities’ rally is a two-day event being written by Bruce Gezon.

3. **2012 USRRC:** Decision not final yet, we hope to be able to announce officially at/after our February meeting. Whoever hosts the USRRC, the RRB wants to help – what can we do to help them? Publicity before? Hospitality? Things to do in host city? We do not want to impose ourselves on them, but want to help with what they need in order to make this a successful weekend.

4. **Convention 2012**

We have determined the Road Rally Region and Division awards winners. Deena has Gervais and best Tour Rally winners.

Tentative Road Rally sessions for the Convention: Fri – cost containment, RRB meeting Saturday - town hall, RR safety steward; meeting with BOD - Thurs morning?, Thurs afternoon?; Saturday - time for each program to talk to REs, best practices, needs, perspectives from us and them, intro to what program is. Final schedule to be set by Topeka.

5. **Rally News Items**

How to get old items off of the SCCA Website and get new items on? Best answer, submit new things to replace the old. In addition, Howard thinks the website has been updated so that staff can remove old items.

6. **Concerns Tracker** – tabled until next month

7. **Experienced Based Classes** – tabled until next month

8. **APP Class** – tabled until next month

9. **Photo Contest**

Jim has talked to Rick Beattie, he will send us a formal proposal; we want to keep rally profile higher, it's hard to promote this contest outside of SCCA/rally community; we have a budget for awards; is there an FTP file where Rick can upload files, so judges can get them easily? Is there space on the SCCA website for this? Rick will look for a photo for the cover of the RRRs.

10. Membership Changes – tabled until next month

11. Newsletter Report – tabled until next month

12. Forum Issues

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

13. Old Business

Tiered SCCA membership – there is a meeting next week in Topeka about this; Howard will keep us updated.

2012 RRB meeting conference calls have been approved for the first Tuesday of the month.

14. New Business – tabled until next month

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

by 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

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

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=3263>

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