

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 7, 2012

The Club Racing Board met by teleconference on February 7, 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; John Bauer, Technical Services Manager Club Racing; and Ryan Miles, Assistant Manager, Technical Services. Bob Dowie participated at the request of the Chairman. The following decisions were made:

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.crbscca.com/> or www.clubracingboard.com. Please send a separate comment letter on each subject.

GCR

None

FORMULA

None

GRAND TOURING

None

SUPER TOURING

ST

1. #7071 (Greg Amy) Definition of Rotary Engine Displacement

Please add definition of Rotary Piston Engines as new rule, 9.1.4.G.21: 21. *Rotary Piston Engines: Cars with rotary piston engines by the NSU-Wankel patents shall be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of a single working chamber times the number of rotors per engine (e.g., the Mazda 13B is classified as a 2.6L engine).*

2. #7086 (ST Committee) Clarify engine coolant

Remove 9.1.4.1.3: 3. ~~No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.~~

Change 9.1.4.1.4: 4. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver (*excluding heater core/defroster installations*), shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. *It is highly recommended that heater core/defroster installations also be shielded from the driver.*

IMPROVED TOURING

None

PRODUCTION

FP

1. #7408 (Club Racing Board) Recommended Rule Change Portion of Letter #7153

In FP, Volkswagen Golf III (93-98), change the notes as follows: Comp. Ratio limited to 40:5:4 *12.0:1*. Valve lift limited to .450". *.500"*.

CONTENTS

BOARD OF DIRECTORS	NONE
CLUB RACING	1
CRB Minutes	1
Technical Bulletin	8
Court of Appeals	14
Time Trials Admin. Council	15
SOLO	16
SEB Minutes	16
RALLY	19
RallyCross	19
RoadRally	21
LINKS	23

AMERICAN SEDAN

AS

1. #6145 (Jack Martin) slotted camber plates

Thank you for your input. The CRB recommends the following changes to 9.1.6.D.4.d:

d. Suspension Mounting Points

1. Cars ~~equipped with strut suspension~~ may adjust camber by the use of eccentric bushings at *the lower* control arm pivot points, by the use of eccentric bushings at the ~~strut to bearing carrier joint~~ *upper suspension control mounting points*, and/or by use of slotted adjusting plates at the ~~top~~ *upper suspension* mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the ~~top of the strut tower~~ *upper suspension mounting point* to facilitate installation of adjuster plate.

2. ~~On other forms of suspension, camber adjustments may be achieved by the use of shims and/or eccentric bushings.~~ Rear camber shall be no more than 1/2 degree negative per side.

3. All forms of suspension may adjust caster by means of shims or eccentric bushings. ~~Additionally, MacPherson strut equipped cars may~~ *All cars may* adjust caster at the upper ~~strut~~ *suspension* mounting point/plate.

SHOWROOM STOCK

None

SPEC MIATA

None

SPORTS RACING

None

TOURING

T2

1. #7059 (Brian Bates) Brake upgrade request E92 M3

Thank you for your letter. To improve safety, please add to the Spec Line Notes for the BMW E92 M3 (08-12): *Brembo Front brake kit #1N2.8505A and Rear brake kit #2P2.8033A allowed with a 50 lb. weight penalty.*

CAR RECLASSIFICATIONS

FP

1. #7152 (Chuck Mathis) Move EP 16v Golf to FP

Thank you for your letter. Re-classify the EP Volkswagen Golf GTI (87-89) to FP with the weights going from 1950, 1999, and 2048 to *2050, 2101, and 2152*. Also, Comp. Ratio limited to ~~40:1~~ *11.0:1*, Valve lift limited to ~~.330"~~ *.450"*.

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

GENERAL INFORMATION

The following individuals have been appointed to be specialty advisors in 2012 for operational aspects of Club Racing:

Guy Ruse	Driver Licensing Advisor
Ed Zebrowski	Chief Driving Instructor Advisor
Dr. James Butler	Medical Advisor
Ann Hefty	Flagging and Communications Advisor (for workers seeking international participation)
Carla Heath	Timing and Scoring Advisor
Wanda Cecil	Registration Advisor

NOT APPROVED BY THE CRB

GCR

None

FORMULA

F

1. #6977 (Craig Conner) Independent Live Suspension using OEM Spindle, Hubs & Half Shafts

Thank you for your request and thoughts on how to reduce costs for F600. The goal of the rules for F600 is to remain as aligned with F5 as possible; therefore, the CRB has no plans to implement your request.

GRAND TOURING

None

SUPER TOURING

STL

1. #5751 (Brandon Lewis) alternate turbocharger
Thank you for your input.
2. #6839 (Christopher Childs) Allow aftermarket ITB's on M42 engine
Thank you for your input. Non-US engines are not currently compliant.
3. #6875 (Club Racing Board) RWD
Thank you for your letter. The CRB will continue to monitor performance and make adjustments as needed.
4. #6876 (Club Racing Board) FWD Strut car
Thank you for your letter. The CRB will continue to monitor performance and make adjustments as needed.
5. #6998 (Matthew Kessler) Clarification Request, Rear Deck Spoilers
Thank you for your letter. Rear deck spoilers are not compliant in Super Touring per GCR 9.1.4.D.2.
6. #7123 (Jim Remy) Consideration for Alternate Spec Line for STL
Thank you for your letter. Turbochargers are not compliant in STL. You have the option to build your car to STU specifications, or change to a non-turbo engine that is compliant in STL.

STO

1. #7025 (Alex Long) Reduce weight of BMW E36 M3 3.0 to 2400lbs
Thank you for your letter. The car's weight is classified correctly.
2. #7284 (Jerry Onks) Equalize LS7 Vette to Viper
Thank you for your request. The CRB will continue to monitor the performance of STO cars and make adjustments as needed.
3. #7373 (Joel Lipperini) Shelby CSX Cobra / Daytona Coupe (1985 +)
Thank you for your request. This car does not fall within the ST class philosophy because it is not a production-based car.

STU

1. #6602 (Christopher Childs) Adjust the turbo scale
Thank you for your letter. At this time, the CRB has no plans to make changes, but will keep your suggestion for future consideration.
2. #6944 (Ron Pawley) Lexus IS300 2.8L Weight Reduction
Thank you for your letter. You may build the car to current STU specifications if you feel the car in WC trim is at a disadvantage.
3. #7038 (Alex Long) Reduce weight of M3 to 2900lbs
Thank you for your letter. The car's weight is classified correctly for its performance potential.
4. #7040 (Alex Long) Allow 6 piston brakes
Thank you for your letter. The performance potential for 6 piston calipers is outside current class philosophy and there are no plans to expand that philosophy to include 6 piston calipers.

IMPROVED TOURING

None

PRODUCTION

FP

1. #6712 (Charles Coker) Increase Porsche 356 engine displacement to 2.0 L
Thank you for your letter. As manufactured, this car was never fitted with the proposed engine. This engine substitution is inconsistent with the class philosophy.
2. #6984 (Brent Louzon) Camshaft adjustment BMW 2002/Tii M10
The performance of this car will be monitored to determine the effect of recent adjustments.

HP

1. #6634 (Gary Johnson) Alternate intake/carbs.

The rules allow the specified carbs to be mounted on a fabricated manifold. There is no indication this rule does not permit the car to be successfully campaigned.

2. #7091 (Mark Brakke) Adjust lbs/cc for newer H Production cars

Thank you for your letter. There are sufficient differences between the listed cars to warrant the different weight to displacement percentages. For example, the 2007 Mini has a higher compression ratio and larger brakes than the 2002 Mini. The competitor is encouraged to bring the car out and campaign it so its on-track performance can be judged and, if necessary, the CRB will make adjustments based on actual performance data.

AMERICAN SEDAN

AS

1. #5071 (Rob Bodle) Class Mustang FR500C for AS

Thank you for your input. This car is classified in STO for 2012. The CRB will monitor its performance during 2012 to determine if it would be appropriate to classify it in American Sedan.

SHOWROOM STOCK

B-Spec

1. #6937 (Bradley Davis) Height Allowance

Thank you for your letter. Manufacturers of the B-Spec cars are using adjustable collars to achieve this. There is a large cross section of cars in the category. The 6" height was chosen for the class average.

2. #7063 (Andrew Stallworth) Approval of aftermarket coilovers for the Sonic

All suspension kits must be released and approved before any alterations from stock components are compliant for competition. Currently, there are no kits specified for the Chevrolet Sonic. The CRB recommends contacting GM racing as they are considering development of a B-Spec kit for the Sonic. Changes to the kit may be requested at a later time, but will go through the CRB process and will be considered like any rule change to the class.

3. #7068 (Andrew Stallworth) Removing restrictor plate requirements from all cars

Thank you for your input. The CRB will monitor this class throughout 2012 and beyond and will make adjustments as needed to best equalize the performance of all cars.

4. #7070 (Andrew Stallworth) General Sway Bar rule instead of bars specified by car manufacturer

If a manufacturer submits a kit that is approved in B-Spec, then that kit must be used as specified. Sway bars may be approved on a case by case basis as part of the manufacturer's kit. Standardization across all cars of a given make is one of the ways to maintain low development costs and maintain parity in B-Spec. Please also see the response to letter #7063.

SSB

1. #6908 (Jeff Lawton) Equalizing the competitiveness of the MINI Cooper S

Thank you for your letter. The CRB agrees that the Mini could use some competition adjustments to increase its competitiveness in 2012; however, your suggestions are outside the current philosophy of SSB. As part of the Touring/SS consolidation for 2013, the CRB will consider adjustments for this car within the Touring philosophy.

SPEC MIATA

None

SPORTS RACING

None

TOURING

T

1. #6892 (Bill Peter) Drop limitation on Touring and other roll cages

Thank you for your input. Current class rules do not allow an unlimited type of roll cage in Touring classes; however, the CRB is considering increased roll cage preparation limits for 2013 for the faster Touring classes.

2. #7011 (Jim Tway) Allow alternate engine components to increase reliability

Thank you for your letter. The changes you request are not in the current philosophy of the Touring classes. The CRB is considering parts to improve durability/reliability for 2013.

3. #7286 (Cheyne Daggett) Fuel Cell Installation

Thank you for your request. Per GCR 9.1.10.D.1.c.3 ("The stock fuel tank may be replaced with a fuel cell that is designed to mount in the OEM fuel tank location or is specifically designed to mount in the spare tire well provided that it is not necessary to

modify any bodywork to accomplish the installation other than for the purposes of fastening the cell securely in place.”), you may install a fuel cell if it meets this rule. There are no plans to change this rule.

T2

1. #6945 (David Muramoto) Bodywork additions to spec line 350Z

Thank you for your letter. Your requests are not within the Touring class philosophy. The CRB has made adjustments to Touring 2 cars to better equalize their performance. See December 2011 Fastrack.

2. #6946 (David Muramoto) Suspension request for 03-08 Nissan 350Z

Thank you for your letter. The Touring classes and rules are in the process of restructure for 2013 in which adjustments for camber and caster are under consideration.

3. #7170 (Don Knowles) Post all DL1 and other data on the web for all to see.

Thank you for the feedback. DL1 data is used for competitive adjustments to maintain parity in classes, and could be unfairly used for an advantage if released. The CRB is considering a test case for release of data (for a different class) to determine the value of such a process.

T3

1. #6975 (David Jones) Nissan 350Z front control arm approval for legal camber

Thank you for your letter. Please see letter 6946. The products you suggested are under consideration for 2013.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #7235 (Chris Howard) Please clarify 9.3.6 “bodywork damage”

Thank you for your input. The GCR is clear on the condition of racecars and appearance is a protestable item.

FORMULA

F

1. #7087 (Thomas Valet) Suspension of 2.5 Rule - Feedback regarding Formula classes

Thank you for your support and feedback. Please continue to follow Fastrack and decisions from the National Convention regarding this issue.

F5

1. #7116 (Jim Murphy) F600 ruleset wording correction

Thank you for catching this. The removal of the words “rigid suspension” has been completed in the following areas:

1. GCR, see letter 7097.
2. Letter 6901 (in the letter system)
3. On the Master Recommended Rule Changes (next update due on scca.com 2/20/2012)

2. #7097 (Chuck McAbee) Change wording in GCR - 9.1.1 E.1.

Thank you for identifying this issue. The wording “rigid-suspension” is being removed from E.1 Definition and since E.3 defines the suspension it is not needed in E.1: A class for single-seat, open-wheel, ~~rigid-suspension~~ race cars using snowmobile-derived engines and drive components. Specifications are restrictive in nature in order to emphasize driver ability rather than design.

3. #7102 (Thomas Manalio) Let's do this; F600

Thank you for your support.

4. #7156 (S. Jay Novak) Request a longer wheelbase for F600 and F500 cars

Thank you for your input. Your position will be presented to the Board of Directors at the 2012 National Convention.

5. #7206 (David Vincent) Support for #6514

Thank you for your support of letter #6514, which permitted cylinder sleeves in F5.

6. #7210 (Thomas Manalio) 100% in favor of this proposal

Thank you for your support of the F600 proposal.

7. #7307 (Jack Walbran) Comment on #6514

Thank you for your support of letter #6514, which permitted cylinder sleeves in F5.

FV

1. #7190 (Bruce Fuchiwaki) Spec tires

Thank you for your input.

2. #7278 (Bruce Fuchiwaki) Minimum weight change

Thank you for your concern; however, there is no current request or plans for a FV weight change.

GRAND TOURING

GT2

1. #6934 (David McPherson) Rule Clarification - GTCS F.2

Yes, if you modify your stock configuration of semi-trailing arm to an independent suspension, it will incur the same penalty!

SUPER TOURING

ST

1. #6941 (Eric Heinrich) 9.1.4.A.F.1 (rear suspension) clarification request

Thank you for your question. The ST rules allow bushing replacement and replacement (aftermarket) control arms. The definition of "altered," for this application is movement of suspension pickup points.

2. #6959 (Eric Heinrich) Crossover cars - engine coolant lines language.

When vehicles are competing in Super Touring using allowed alternate category specifications (i.e., IT, SM, SM5) they must meet all specifications for their own alternate category, including any GCR safety requirements. If the vehicle deviates in any way from their alternate category specifications, they must meet all appropriate Super Touring regulations, including GCR safety requirements.

3. #7137 (Eric Heinrich) Move the S54 engine to STO

Thank you for your input. Per 9.1.2.D.1, only engines of 3200cc and less are allowed in STU. Since the BMW S54 is 3249cc, it is not eligible for STU. This engine is currently classified in STO in the E36 and E46 chassis.

STL

1. #7048 (Christopher Childs) Ban the use of the NSX, Esprit, and any other super car from STL

Thank you for your input.

STU

1. #7076 (Michael Franck) STU VTS Mazda 626

The requester believes the vehicle is currently compliant for STU, meeting all existing STU requirements. Therefore, it can be run in STU. If an appropriate VTS can be found for this car, a future request for World Challenge allowance could be made.

2. #7320 (Amir Haleem) Eligibility of twin turbo RX7 in STU

Thank you for your request. The FD3S generation RX-7 chassis is eligible in STU, however the engine is not. You may install the FC3S single turbo engine in the FD3S chassis using the proper TIR and it would be compliant.

IMPROVED TOURING

None

PRODUCTION

FP

1. #7045 (Richard Barlow) Racing Classes

Please see February 2012 Fastrack, the section "Not Approved by the CRB, Production," for the discussion of G Production.

HP

1. #6956 (William Campbell) H production parity

Thank you for your letter. Please see February 2012 Fastrack, the section "Not Approved by the CRB, Production," for the discussion of G Production.

2. #7181 (Bob Coffin) Please fact check historical references

Thank you for your input.

AMERICAN SEDAN

None

SHOWROOM STOCK

B-Spec

1. #7012 (Eric Heinrich) BMW Club Racing adopts B-Spec ruleset for Minis

Thank you for bringing this to our attention.

2. #7069 (Andrew Stallworth) Reduce the weight of the 2012 Chevy Sonic by 150lbs
See response to letter #7068.

3. #7279 (Lee Mathias) Eligible body style?

Thank you for your question. Both Ford Fiesta body styles are eligible for B-Spec.

SSB

1. #7207 (Lowell Huston) Removal of OEM restraint systems

Thank you for your letter. The CRB is working rules updates for all T-SS classes for 2013 which will address your request.

SSC

1. #7000 (G.W. "Jay" Puskenalis) Future elimination of SSB-SSC classes

Thank you for your letter. The CRB is planning a consolidation of all Touring and SS classes into Touring classes for 2013.

SPEC MIATA

None

SPORTS RACING

None

TOURING

T2

1. #7007 (Richard Kulach) 370Z weight and restrictor appeal.

Thank you for your letter. Please see letter #7365 (Tech Bulletin).

2. #7112 (Randy Tauro) Restrictor plate 370 Z

Thank you for your letter. Please see letter #7365 (Tech Bulletin).

3. #7117 (Cheyne Daggett) Drive Shaft Request Part Number and Specs T2 V6 Mustang

Thank you for your letter. Please see letter #6943 (Tech Bulletin).

4. #7138 (T-SS Committee) E&O 2001-2006 BMW M3

A review of letter 6396 (December 2011 Fastrack) indicates that indeed, there was no request for a weight reduction for the BMW E46 M3. T2 cars, in general, have recently undergone weight adjustments. The CRB will be monitoring all T2 cars for competitiveness based on those adjustments.

5. #7160 (Don Knowles) Review Sebring data and slow 996 and BMW

Thank you for your letter. Please see letter #7364 (Tech Bulletin).

6. #7301 (Matt Samojedny) Front brake kit for E92 M3

Thank you for your request. Please see letter #7059 (Tech Bulletin).

RESUMES

1. #7099 (GT Committee) GTAC resume

Tony Ave has been appointed to the Grand Touring Advisory Committee.

2. #6912 (Eric Heinrich) STAC Resume Submission

Eric Heinrich has been appointed to the Super Touring Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2012
NUMBER: TB 12-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 3/1/2012 unless otherwise noted.

GCR

None.

Formula/Sports Racer

None.

Grand Touring

GT

- #6931 (GT Committee) GT Belly pans
Clarify section 9.1.2.F.4.b.2, 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 pans forward of the firewall, or aft of the front edge of the rear wheel opening. **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.** 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."

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

"The Spoiler "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."

GT2

- #6699 (William Davis) Bore/Stroke request Sunfire/Ecotech
In GT2, Engines - Chevrolet: Add the GM EcoTec engine:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
EcoTec	DOHC	88.9 x 94.6	2349	Alum, Crossflow	4		2080	.

- #6880 (Club Racing Board) Specify where the 997 restrictor comes from.

In GT2, Engine - Porsche, 3598cc, change the notes as follows:

"996 and 997 Porsche Cup cars only. 997 Porsche Cup car must use 62mm **(max) ID X 90mm OD X .060" +/- .005"**, **mounted flush against throttle body intake flange and retained by stock bellows.** flat plate restrictor; See Appendix F. Flat Plate Intake Restrictor, except last bullet. ~~Mount as supplied from Porsche.~~

GT3

- #7066 (Roger Welling) GTCS Correction/Clarification

In GT3, Nissan engines, change the spec line for the VG30 as follows:

valves/cyl. : **4 2**

Fuel induction: Automotive type sidedraft w/40mm choke(s) or 37mm SIR **33mmSIR**

Weight: ~~2280-2230 w/37mm SIR~~ **2270**

Notes: ~~An SCCA approved F.I. kit of OEM origin is allowed. Contact the National Office for part numbers and specs.~~

GTL

- #6982 (David Ligon) Add Toyota MR2 85-89 to GTL.

In GTL, Toyota cars, add a new classification as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
MR2-MK1	85-89	2DR	RWD	91.3	Hood bulge allowed

Improved Touring ITS

1. #6647 (Brad Barnhouse) classify 323 IS coupe E36

In ITS, classify the BMW 323is (E36) (1999) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
BMW 323 is (E36) (1999)	6 Cyl DOHC	84.1 x 75.0 2494	(I) 33.0 (E) 30.5	10.5	106.3	16	4.23, 2.52, 1.66, 1.22, 1.00	(F) 286 Vented Disc (R) 276 Vented Disc	3000	

Production EP

1. #6957 (Judson Scott) Weight reduction for E Prod 944 S

In EP, Porsche 944S (87-88), change the weight as follows: ~~2700, 2768, 2730~~ 2600, *2665, **2730

FP

1. #7153 (Chuck Mathis) Adjustment for VW Golf III

In FP, Volkswagen Golf III (93-98), Add to the notes as follows: *"Can use stock fuel tank if stock rear bumper and bumper support structure is retained."*

2. #7280 (Prod Committee) Classify the VW Golf GTI 2 liter.

In FP, classify the Volkswagen Golf GTI (90-92) 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.)
Volkswagen Golf GTI (90-92)	2	2200 * 2255 ** 2310	4 Cyl. DOHC	82.5 X 92.8 (3.25X3.65)	1984 (121.05)	Iron	Alum	(I) 32.0/ (1.26) (E) 28.0/ (1.10)	Fuel Injection	2472 (97.3)	60.5 / 60.2

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Volkswagen Golf GTI (90-92)	15 x 7	5		Factory spec @ all 4 wheels.	Comp. Ratio limited to 10.0:1, Valve lift limited to .330". Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

The remainder of this letter is addressed in letter #7408 in the Minutes.

HP

1. #7009 (Jason Isley) year listing oversight

In HP, Toyota Yaris (06-09), change the model years as follows: (06-0911)

2. #7084 (Bill Baker) Classify B-13 w/GA1.6DE engine Nissan Sentra in HP

In HP, classify the Nissan Sentra as follows:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Nissan Sentra (1991-1994)	2	2050 * 2101 ** 2153	4 cly dohc	76x88mm 2.99x3.47 in	1.597 cc	Iron	Aluminum	In 30mm 1.18 in Ex 24mm .95 in	Fuel Injection	2413mm 95.7 in	F61.1 in 1552.1 mm R 60.1 in 1526 mm

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Nissan Sentra (1991-1994)	15x7	5	F 238mm 9.37 solid rotors R 180mm 7.08 in drum		Comp. ratio limited to 11.0:1, Valve lift limited to .400

Super Touring

STO

1. #6536 (Jerry Onks) Approve new APR spoiler Z06 Corvette

In STO, Chevrolet Corvette, add to the chassis-specific notes: "*For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted.*"

2. #6976 (David Jones) Clarify flat plate restrictor requirement

In STO, Dodge Viper, incl Comp Coupe, ACR/ACR-X, change the restrictors on the 7900 and 8000 cc engine spec lines as follows: 7990 (2)-65mm flat plates 8000 (2)-65mm flat plates

3. #7351 (Marty Grand) Alternate Engine specs STO EVO

In STO, 2000cc Mitsubishi/DSM, add to notes as follows: "*4G63 block with MD346026 crank allowed resulting in 2324cc displacement allowed.*"

STU

1. #7163 (Club Racing Board) FWD Deduct

In section 9.1.4.2.I.3, change as follows: "Front wheel drive cars may reduce their minimum weight by ~~50-lbs~~ *2.5%*. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional ~~50-lbs~~ *2.5%*."

ST

1. #7310 (Philip Royle) removal of pop-up headlights in ST

In section 9.1.4.L.3, clarify as follows: "Standard headlights, *headlight operating ancillaries*, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. *Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.*"

STL

1. #6873 (Club Racing Board) Adjust Multiplier.

Effective 3/30/12, in section 9.1.4.3.I.1, make the following changes to the weight table:

Factory Engine Displacement

(cc) Minimum Weight (lbs.)

Up to

1300 ~~1690~~ *1755*

1400 ~~1820~~ *1890*

1500 ~~1950~~ *2025*

1600 ~~2080~~ *2160*

1700 ~~2210~~ *2295*

1800 ~~2340~~ *2430*

1900 ~~2470~~ *2565*

2000 ~~2600~~ *2700*

The CRB is making these changes now rather than later, due to the newer chassis vehicles not being able to obtain the minimum weight (i.e. Civic, Mazda2-3, Mini, etc.). With it being early in the infancy of the class, these changes now enable cars under construction to plan accordingly.

2. #6874 (Club Racing Board) RX8

In section 9.1.4.A, clarify the fifth paragraph as follows: "Super Touring Light (STL) is a small-bore "tuner" class *for reciprocating piston engines of* displacements of 2.0 liters and under."

In section 9.1.4.B, clarify the third bullet point, second sentence as follows: "GCR listed IT cars *with reciprocating piston engines of* 2 liters and less engine displacement, 1985 and newer, may compete in STL under their current IT specifications."

In section 9.1.4.3.I.2, classify the Mazda Renesis engine by adding a sentence to the end of the section as follows: "The Mazda 12A is permitted at 2225 lbs. Mazda 13B is permitted at 2615 lbs; no porting is permitted in either engine. The 5th and 6th intake port actuators and valves may be removed or disabled. *The Mazda Renesis engine is permitted at 3000 lbs.*"

3. #7134 (Club Racing Board) Type R

In section 9.1.4.D.1, make the following changes:

The following vehicles in their entirety are ineligible for STL:

Honda S2000
Acura Type R
Lotus Elise/Exige
Lotus 2 eleven

The engines from the following cars are ineligible for STL:

Honda S2000 *F20C*
Acura Type R *Code B18C5*

American Sedan

None.

Spec Miata

None.

Touring/Showroom Stock

T1

1. #6797 (Brian Bates) Update the BMW E92 M3.
In T1, BMW E92 M3 (06-09), change the model years as follows: (06-09 *12*)

2. #7184 (Joe Aquilante) Correct GCR spec page
In T1, Corvette C6 Coupe (05-10) / Grand Sport, change the model year as follows: (~~2010~~) (*10-12*)

T2

1. #6623 (Brian Kleeman) Allow alternate driveshaft to address durability issues.
In T2, Ford Mustang GT (2011-2012) add to the notes as follows: "*Driveshaft from The Driveshaft Shop part number FDSH22-A-CV1 may be used with a 25 lb. weight penalty.*"

2. #6985 (Michael Heintzman) Errors and omissions
In T2, Mazdaspeed Miata (04-05) change the weight as follows: ~~2950~~ to *2480*
In T3, Mazdaspeed Miata (04-05) change the weight as follows: ~~2480~~ to *2950*

3. #7042 (Brian Bates) Differential Cooler E92 M3
In section 9.1.10.D.4.b, Add a new section 5 as follows: "*5. Any differential cooler(s) is permitted.*"

4. #7043 (Brian Bates) Emergency Brake E92 M3
In T2, BMW E92 M3 (08-12), add to the notes as follows: "*Entire parking brake assembly (including interior lever) may be removed.*"

In T1, BMW E92 M3 (08-09) BMW M3 GTS (2010), add to the notes as follows: "*Entire parking brake assembly (including interior lever) may be removed.*"

5. #7044 (Brian Bates) Shifter E92 M3
In T2, BMW E92 M3 (08-12), add to the notes as follows: "*Stock shifter knob may be modified or replaced to improve attachment retention.*"

6. #7222 (Club Racing Board) Correct BMW Z4 M Coupe Weight
In T2, BMW Z4 M Coupe (2007), change the weight as follows: ~~3475~~ *3375*. Change the notes as follows: "Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Ground control # MZ4Swaybar set *permitted with 100 lbs penalty.*"

7. #7362 (Club Racing Board) Change Weight
In T2, Chevrolet Camaro SS & Z-28 (98-02), change the weight as follows: ~~3530~~ *3575*

8. #7363 (Club Racing Board) Change weight on T2 Mustang GT
In T2, Ford Mustang GT 5.0L (11-12), change the weight as follows: ~~3750~~ *3675*

9. #7364 (Club Racing Board) Change weight on Porsche 996
In T2, Porsche 911 / 996 (98-05), change the weight as follows ~~3500~~ *3550*

10. #7365 (Club Racing Board) Change weight on Nissan 370-Z
 In T2, Nissan 370Z (09-11) / 370Z NISMO Edition (09-11), change the weight as follows: ~~3550~~ **3475**.

11. #7367 (Club Racing Board) Change weight on Pontiac Solstice
 In T2, Pontiac Solstice GXP Coupe/Convertible (07-09), change the weight as follows: ~~3475~~ **3150**

12. #7369 (Club Racing Board) Change weight on Pontiac Firebird Trans-Am
 In T2, Pontiac Firebird Formula/Trans-Am WS-6 (98-02), change the weight as follows: ~~3530~~ **3575**

13. #7379 (T-SS Committee) Please correct the omission for moving the T3 Cobalt turbo up to T2.
 In T2, Chevrolet Cobalt SS (08-09), change the spec line as follows:

Model Years (08-09) **10**

Weight (lbs): ~~2850~~ **2900**

Max Wheel Size (inch) ~~18 X 9~~ **18 X 9.5**

Tire Size: ~~225/45~~ **255/50**

Notes: "~~38mm Turbo Inlet restrictor required. Front springs part #CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637. Rear sway bar max 42 mm (body and suspension mounting same as OEM), add AEM cold-air intake (part #21-682C), GM Part #55206797 sensor allowed, max spring rate 500# (F) 700# (R), Front control arms # CCS636 and CCS637.~~"

14. #6943 (Cheyne Daggett) Drive Shaft Replacement

In T2, Ford Mustang V6 (11-12), add to notes as follows: "**The Driveshaft Shop part number FDSH18-A allowed with a 25 lb. weight penalty.**"

15. #7185 (Joe Aquilante) Correct GCR for Pontiac T-2 Firebird

In T2, Chevrolet Camaro SS & Z28 (98-02) and Pontiac Firebird Formula/Trans-Am & WS-6 (98-02), replace the notes as follows: "Power steering cooler (option code V12) is permitted. ~~Factory optional oil cooler (P/N 52452158) and associated plumbing parts are permitted.~~ Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 3/4 inches. Severn Canton accusump part # CA24024 or CA24006, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve #CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. GM oil and diff coolers #12480080 allowed. Ron Davis Radiator 11-16CA0002 allowed. Z28 can use original hood. Strano Performance Camaro Track Package (Part #SP- 141, Spring Set (550# Front/150# Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted."

T3

1. #7105 (Brian Kleeman) Remove restrictors on the T3 350Z (VQ35DE motor only)

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change the notes as follows: "Base model and "Rev Up" engines: ~~50 mm~~ **52 mm** flat plate restrictor required."

2. #6943 (Cheyne Daggett) Drive Shaft Replacement

In T3, Ford Mustang V6 (11-12), add to notes as follows: "**The Driveshaft Shop part number FDSH18-A allowed with a 25 lb. weight penalty.**"

SSB

1. #6889 (Club Racing Board) Protégé

In SSB, Classify the MazdaSpeed Protégé as follows:

SSB	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazdaspeed Protege (2003)</i>	<i>83.0 X 92.0 1991 cc</i>	<i>2612</i>	<i>1453 / 1458</i>	<i>17 x 7</i>	<i>215/45/17</i>	<i>3.31, 1.84, 1.31, 0.97, 0.76</i>	<i>4.11</i>	<i>(F) 10.8-in. vented rotors, single-piston sliding calipers (R) 11.0-in. solid rotors, single-piston sliding calipers</i>	<i>3000</i>	<i>29mm turbo inlet restrictor required.</i>

2. #7403 (Club Racing Board) Celica GTS

In SSB, classify the Toyota Celica GTS as follows:

SSB	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Toyota Celica GTS (00-05)</i>	<i>82.0 x 85.0 1796</i>	<i>2598</i>	<i>1488/ 1478</i>	<i>16 x 7 Alloy</i>	<i>205/50</i>	<i>3.17, 2.05, 1.48, 1.17, 0.92, 0.73</i>	<i>4.53</i>	<i>(F) 280 Vented (R) 262 Solid</i>	<i>2650</i>	<i>TRD Shocks/Springs Part #PTR11-20000-05 permitted. 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.</i>

SSC

1. #7107 (Mark McCaughey) Restrictor size proposal Celica GTS

In SSC, Toyota Celica GTS (00-05), change the spec lines as follows: Weight: ~~2985~~ **2925** Notes: "A ~~50 mm~~ **52 mm** flat plate restrictor is required."

2. #7121 (Mark McCaughey) Remove 00-05 Mitsubishi Eclipse GT(3.0L V6)

In SSC, Mitsubishi Eclipse GT (00-05), correct the bore X stroke/displacement as follows: ~~91.2 x 75.9~~ **2972 86.5 X 100, 2400**

COURT OF APPEALS

Quick Reference Guide - 2012 Court of Appeals From: The SCCA National Court of Appeals

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

A. Right to Appeal -

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

B. Appeal -

1. Please state your case in writing specifying what decision is being appealed, and the sections of the GCR and/or Supplemental Regulations which are believed to have been administered inappropriately, unfairly, or inequitably. GCR 8.4.3.A.1. and 8.4.3.A.2.
2. Your letter of appeal must be sent to the SCCA Club Racing Office in Topeka postmarked within ten (10) days of the SOM decision. GCR 8.4.3.A.3.
3. **Exception:** Appeals affecting national points standings for events held **within 28 days** of the Runoffs© have a **48 hour appeal period**. GCR 8.4.8.
4. Your request must be accompanied by a fee of \$175.00, payable to SCCA, Inc. A minimum of \$100.00 of any appeal fee will be retained by the SCCA. Faxed or emailed Appeals must include a Visa or MasterCard account number for payment of the fee. GCR 8.4.3.A.4.

C. Evidence -

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

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

January 2012

TIME TRIALS

TIME TRIALS ADMINISTRATIVE COUNCIL | January 11, 2012

The Time Trials Administrative Council met by teleconference on January 11, 2012. Participating were Chairman Tony Machi, BoD Liaisons Brian McCarthy and Dick Patullo, Steward Liaison Bob Horansky, Matt Rowe, Chuck Deprow, Dave Deborde, Jerry Cabe, Doug Gill, Roy Mallory, John Bauer, Craig Farr, and Joe Oliveira. Also participating was Deanna Flanagan, SCCA Club Racing Manager.

- John Bauer outlined use of new time trial letter log system and web site for the group.
- Both the TT Event and TT Participant of the year were selected. Awards will be presented at the national convention.
- TTAC Chairman (Tony Machi) sees Time Trials as the future of SCCA for growth and participation. TT needs more information in SportsCar about the events and the TT Schedules. There was discussion that TT lacks market penetration and more Regions need to be involved in hosting Time Trial events.
- TTSC Discussion – Currently only 4 Divisions are represented on the TTSC. Additional representation could be beneficial. The TTSC is in the process of formulating a standardized TT Safety Steward's Manual that may be used across the country.
- The group discussed the possibility of additional TTAC sessions at the National Convention. Possibilities discussed included a "Town Hall on TT" and "Future of SCCA – Time Trials."
- SCCA Calendar – The group discussed the possibility of having the Time Trials program included in the SCCA Calendar. The deadline for such inclusion would be in November at the latest.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Jan. 25, 2012

The Solo Events Board met by conference call January 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff; BOD members Brian McCarthy and 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.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - # 6629, SS excluded cars

STREET TOURING

- The following rule change proposal has been recommended by the STAC and is published here for member review and comment (#6776):
 - In 14.10.A, add a new second sentence as follows:
“Oil pump pickups may be relocated within the OE pan.”
Note: This provides additional flexibility in maximizing use of allowed baffling to increase reliability under hard cornering.
- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #4837 and 6431, motor mounts

STREET PREPARED

- The SPAC has submitted the following proposed set of class listing changes, intended to increase the performance level of the FSP class. The resultant effects of this package are to move a selection of cars which are presently not competitive in DSP into FSP, to consolidate certain model variants, and to clarify and correct particular listings. (#6070, 6272, 6965, 7183, 7228):
 - Move the following listings **from DSP to FSP**:
Fiat & Bertone X1/9 (all)
Toyota Corolla FX16
Volkswagen Corrado (all)
 - Modify specific FSP listings as follows:

Current items:

- BMW
 - 318i (NOC)
- Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki
 - Storm (12v, base model) (1989-93)
- Ford
 - Focus SVT
 - Focus (NOC)
- Honda
 - Civic (non-Si) (1996-2000)
- Mazda
 - 323 (non-turbo)
 - Protégé (1989-98)
 - Protégé (1999-2003)
- Toyota
 - Corolla GTS (AE86) (1984-87)
 - Corolla GTS (AE92, FWD) (1990-91)
- Volkswagen
 - Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (8v, A1 chassis) (1975-92)
 - Scirocco (16v)
 - Golf & Jetta (8v, A2 chassis) (1985-93)

Golf & Jetta (16v, A2 chassis)

Proposed items:

BMW

318i & 318is (E30 chassis)

318i, 318is (E36 chassis)

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki

Storm (*all*)

Ford

Focus (*all*) (1999-2007)

Mazda

323 non-turbo (1986-1989)

323, *Protege, MX-3 4 cyl.* (1990-1994)

Protege (1995-1998)

Protégé (1999-2003)

Toyota

Corolla *GTS* (*all*) (1984-1991)

Volkswagen

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (*all*, A1 chassis) (1975-1992)

Golf & Jetta (*all*, A2 chassis)

Golf, Jetta (*VR6, A3 chassis*)

Golf, Jetta (*VR6 NOC, A4 chassis*).

STREET MODIFIED

- The SEB thanks Vic Sias for his work as a member of the SMAC.
- The SEB has appointed Brian Karwan to the SMAC.

PREPARED

- The PAC and SEB have reviewed the following items, and thank these members for their input:
 - #6288, 6728: XP wheelbase proposal

NOT RECOMMENDED

Stock

- #7026, Nissan Juke classing. Per the SAC, this car does not meet the provisions in Section 3.1 relating to rollover risk, as it does not have a published SSF rating and it's average track width is less than its overall height.

TECH BULLETINS

General

1. The European ECE 22-05 helmet standard is not considered to meet the requirements of 4.3.1, due to differences in testing program specifications (#6221).
2. With regard to 3.6.A, fuels marketed as "racing" are allowed if they are federally approved for highway use. A manufacturer's advertised claim of federal approval is considered sufficient (#7175).

Stock

3. The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:

Audi TT RS (2012)	SS (#6899)
Subaru Impreza 2.0i	HS (#7029)
Volkswagen Golf R (2012)	DS (#7095)

Street Touring

4. Per the STAC, with respect to 14.2.C, underbody and rocker panel trim pieces are not rub strips. (#4117)
5. The following new listings, effective immediately upon publication, have been recommended by the STAC and approved by the SEB:

Volkswagen Golf/Jetta TDI ('99-'06)	STF (#5386)
Nissan 200SX SE-R ('95-'98)	STC (#6444)
Nissan Sentra SE ('98-'99)	STC (#6444)
Nissan Sentra SE ('00-'01)	STC (#6444)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | February 1, 2012

The RallyCross Board (RXB) met via conference call February 1. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Stephen Harris, BOD liaison, and Howard Duncan and Brian Harmer from the National office.

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

Old Business

1. Growth discussion—next steps:
 - a. Regional Program Development Assistance (Stephen Hyatt): New England landowners' packet needs to be set up generically for all to use. One Divisional Steward planning to use financial assistance package to set up a new program at a Divisional training session in March.
 - b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): None.
 - c. Marketing and Communications Plan—Pathways (Ron Foley): RallyCross needs to take ownership of its image on the website by efficiently controlling and being responsible for the content. Website content should be correct and kept up to date. The goal is to have a corps of content writers that can be assigned to write articles on specific topics. All content would be under the purview of Ron Foley with secondary approval from Ken Cashion. In addition, an electronic mailer similar to *SoloMatters* could be used to distribute articles more quickly than *SportsCar*, which has approximately a 90-day lead-time.
 - d. National Program Enhancements (Ken Cashion): None.
2. National Convention (Preparation Assignment: Year in Review): In an effort to not let any important items slip through the cracks, Ken Cashion requested all RXB members review minutes from the past year and come to the Convention prepared to discuss the topics and progress over the last 12 months. This discussion will take place in the RXB closed session.
3. Committee Composition: Preferably there would be only one RXB member per committee, with the balance comprised of outside members. This would bring new people into leadership positions and deepen the RXB replacement pool. Bob Ricker will serve as the Safety Committee chairman. Cashion/Hyatt. Approved: all. Brent Blakely will step down from the Safety Committee but will attend meetings for a couple of months to provide continuity.

New Business

1. Recruitment, Division of Labor, Diversification, Buddy System: This includes the recruitment of involved and interested RallyCrossers, dividing responsibilities among all RXB members, involving more diversified outside membership, and the Buddy System which comprises of linking each Divisional Steward to an RXB member. Warren Elliott will be watching on forums and elsewhere for individuals to involve on committees and other projects. He will also work to pair each Divisional Steward to a RXB member in the Buddy System.
2. Detroit incident: Reported immediately. The Safety Committee will sort out the details.
3. Central Division Steward: Dustin Nevonon will be the new Central Division steward. Ricker/Cashion. Approved: all.
4. Court of Appeals: Stephen Hyatt to be chairman of the Court of Appeals. Cashion/Elliott. Approved: all. The other two Court of Appeals members, along with three alternates, will be set and voted on at the National Convention.

Committee Reports

1. RallyCross Safety Committee: The RXB discussed an incident that occurred at the recent Stafford, CT event. It appears to be an isolated incident. As the new Safety Committee chairman, Bob Ricker will be scheduling regular monthly meetings and others as needed. Bob Ricker plans to distribute an updated Safety Steward training program to the membership as soon as possible.
2. RallyCross Rules Committee (Warren Elliott): Some questions and discussion on the forums regarding revalving of shocks in Stock Category. One rules change proposal received regarding convenience items.

3. National Championship Committee (Ken Cashion): Ken Cashion would like to see three things on website in a prominent and different way, 1) schedule section that's fresh and usable, 2) rules timeline with a possible time-period countdown, and 3) RallyCross Rules readable online (done). Stephen Hyatt requested that Boards and Committees section include the Safety Committee, and perhaps access to the RXB and Committees by all users.
4. Divisional Steward Liaison (Stephen Hyatt): All but one Divisional Steward attended the last meeting. Jerry Doctor will put together a contact list. Online sanctioning is coming. Divisional scheduling is waiting Divisional meetings in some Divisions. Some questions remain regarding naming of Challenge events.
5. Forum Activity: Activity limited mostly to rules questions and discussions.

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | January 3, 2012

**Sports Car Club of America
RoadRally Board Minutes – Final
Via Conference Call
February 7, 2012**

The *RoadRally* Board (RRB) met via conference call on February 7, 2012.

Attending were: Chairman, Jim Wakemen; members: Jeanne English, Chuck Hanson, Eva Ames, Sasha Lanz, Clarence Westberg and Rich Bireta; Deena Rowland and Howard Duncan, National Office; Bob Lybarger and Steve Harris, Board of Director Liaisons.

Chairman Wakemen called the meeting to order at 7:32 pm CST.

Proceedings

1. Jan, 2012, RRB minutes approved (Hanson/English).

2. Communications committee: Eva is chair. We need to keep track of things and respond with a united voice; each of us is free to respond as an individual, but when responding as the RRB we should be a single voice. For example, if there is an item on the forum asking for input and we want to respond, identify as an individual, then after we discuss at our meeting, we can respond as group. Keep personal opinions as personal opinions. Eva will organize our RRB response(s), then Jim as chairman will post.

3. 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

Steel Haul, NC, Steel Cities, June 2 - English

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

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

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

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

Badger Trails, **NT/RT**, LOL, Sept 16 - Westberg

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

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

USRRC, October, Detroit 26-28 - Hanson

Yucatan Safari, LOL, Dec 8

4. USRRC: 2012 USRRC: Detroit region submitted a proposal for Oct 26-28. Move that we accept their proposal (Hanson/English); motion approved. Hanson is their liaison

2013 USRRC: Need proposals for 2013, so we can have it in the printed SCCA Calendar and in time to announce it at the 2012 USRRC; Howard Duncan will check how early we need info to be in the printed calendar.

5. Convention 2012

Do we need equipment such as projector? Yes. In addition, Jeanne needs Safety Steward CD; Deena will bring several to convention. Tentatively, the RRB will meet with the BOD on Thursday after lunch, 1:00 to 1:30. The RRB Annual Report will be part of Jeff Dahnert's presentation, Jim to get bullet points to Howard by Feb 20.

6. Concerns Tracker – Jim will talk to Colin at the convention re free space available on the SCCA Website. Jim has a new form specific for this – access Wakemen.dlinkdns.com/rt; Wakemen will send link for the RRB to access.

7. Experienced Based Classes – take DropBox version and post on SCCA Forum, but change “experience based” to “experience categories”; Jim will post it on the forum asking for input/comments. What about a novice running with a master? That issue is intentionally not addressed in the proposal, however we look forward to seeing whether it is addressed on the forum. Motion for Jim to post (Lanz/English); motion approved.

8. APP Class – propose this class to rally community, suggest they use it on regional rallies, let us know how it works – is it working? Is it accepted? Clarence is already using it on regionals and nationals, in class S. Motion to place Rich's proposal on

the Forum for comments, Jim will post to Forum (Hanson/English); motion approved.

9. Photo Contest - Jim/Rick needs space for this also, to accommodate full resolution pictures and control who has access (contest judges); Howard to check on this.

10. Membership Changes – Howard reported that the Tiered SCCA membership is still moving forward, still in planning stages, to be presented to BOD at convention.

11. Newsletter Report – Eva will work on getting out a Lead Car; Jeanne will work on getting out a RoadRally ‘formerly known as ITIS’ newsletter.

12. Forum Issues – see Item 2 Communications Committee above.

13. Old Business - Printing of RRR’s, Deena will check on status. Still need NORPAC DRRS, English will contact some people about this.

14. New Business – SCCA Website – RoadRally forms becoming available as pdf or doc (as they were on ‘old’ website). Website – have “What can I do with my car?” show RoadRally as an option for everyone; Howard will talk to membership and web tech dept to add RoadRally and to make sure it is seen and not buried somewhere. RRB focus on regional events; we will talk with REs at the convention. Jim wants to do web-based scoring, for it to be a portal for date requests, sanctions, audits, scores; Deena says there is an online program developed by Colan in Member Services available for this (but not results), but not announced yet – coming soon. Jim will talk to Colan at the convention about this.

Next meeting – at the SCCA Convention, March 1-3, 2012.

The meeting was adjourned at 9:10 pm CST. (English/Lanz)

Submitted 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/>