

## BOARD OF DIRECTORS

**SCCA Board of Directors** | Feb. 29 - March 4, 2012

The SCCA National Board of Directors met in Las Vegas Nevada on Wednesday, February 29 through Saturday, March 4, 2012. The following directors participated: Jerry Wannarka, Lisa Noble, Michael Lewis, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, Steve Harris and Brian McCarthy.

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

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

Motions not listing a breakdown of the voting are unanimous.

The meeting was called to order by Vice Chairman Noble.

**MOTION** to approve December minutes: Lybarger/Langlotz. PASSED.

The meeting schedule of the Board of Directors was discussed. Final schedule agreed upon is June 1-2 , October 12-13 – both in Topeka, and November 30-December 2 in conjunction with the Performance Racing Industry Show in Orlando (Friday afternoon, all day Saturday, Sunday morning). The meeting in Orlando allows staff and board members to attend the PRI show in Orlando while setting aside time to conduct the business of the club.

**MOTION** to approve the nomination of David Steger to the Solo Safety Committee replacing Bruce Bellom. Walsh/McCarthy. PASSED.

Terry Ozment addressed the need to approve the recipient for the Tom McKean Award.

**MOTION** to approve Lewis Cooper III as recipient of the Tom McKean Award. Kephart/Creighton. PASSED.

**MOTION** to approve the re-appointment of Cary Agajanian, Philip Creighton, Michael Lewis and Bob Ruman to the SCCA Pro Racing Board. Lybarger/Patullo. PASSED.

Jerry gave informal resume of Penny Anderson. She has a strong background in fundraising which is a needed attribute for the Foundation Board.

**MOTION** to approve the appointment of Penny Anderson, Raleigh Boreen, Bev Heilicher and Dennis Dean to the SCCA Foundation Board. Lybarger/Patullo. PASSED.

**MOTION** to approve the re-appointment of Andy Porterfield, Chairman, Chris Funk and Gary Pitts to the SCCA Enterprises Board. Lybarger/Patullo. PASSED.

Walsh presented update on progress with SAE regarding safety standards and SAE becoming a safety certification body. Any possible agreement would be an expected 3-5 year process. Walsh and Merideth will pursue finding the path and then handoff to staff for follow through.

## FINANCE REPORT

Ehret reported that Inc. finished year at operating income \$186K. Good operational cost control discipline. Pro Racing ended

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2011 with a net loss of \$21K and Enterprises turned in slight profit -\$14K. Both subsidiaries continue to make payments (principal and interest) towards outstanding loans.

Discussion of the revised 2012 Budget based on additional spending for the marketing initiative and industry study on the future of motor sports approved at the December board meeting. 2012 budget includes increase in insurance recovery costs and increase in competition license costs as well.

Wannarka request for Dashboard to be continued for 2012 as the Board finds this to be a helpful tool.

## CLUB RACING REPORT

Ozment discussed progress on the Sanction Fee alternatives project. They are reviewing different scenarios and their impact on the regions. Switching from per event type sanction to single sanction fee ...Ozment will come back in May with an actual recommendation...building spreadsheet showing impact on regions.

Kephart question regarding hillclimb risk and impact on insurance.

McCarthy question regarding sanction fees. Ozment fees haven't changed in 4 years. Program structure intended to make events affordable for all regions.

**MOTION** to approve TTAC rule change in 7.4.2 and 7.5.3 to give power of delegation effective immediately. Patullo/McCarthy. PASSED.

Time Trial competition license approvals were discussed. The main topic was the possibility for an allowance in the TTR that allows for additional approvers of Time Trial Competition Licenses in each Division. MOTION: To submit the following changes/additions to the TTR to the BOD for approval:

### 7.4.2. APPLICANTS WITH PRIOR RACING EXPERIENCE

The TT Divisional Program Manager **or authorized designee appointed by the TT Divisional Program Manager** may waive all or part of the requirements for drivers with prior racing experience. Participants with a Regional Competition license, its equivalent, or higher, may use that license and do not need to obtain a Time Trials license. A valid Rally America license may be used in place of a TT Novice License; these drivers will retain novice status until obtaining a TT Competition License. All participants in Track Trials (Level 3) or Hillclimb (Level 4) events must have a current SCCA membership.

### 7.5.3. APPLICANTS WITH PRIOR DOCUMENTED EXPERIENCE

Participation requirements for issuance or renewal of a TT Competition License may be waived in total or in part only by the TT Divisional Program Manager, SCCA Club Racing Manager, **or authorized designee appointed by the TT Divisional Program Manager."**

**MOTION:** Delete the sentence from section 9.3.29.A: The numeral "1" shall be exclusively reserved for the current national champion in each class for national events. If 2 or more national champions are entered in the same run group, the first to register shall have preference. Butler/Langlotz. FOR: Butler, Langlotz, Lybarger and Jones. AGAINST: Patullo, Harris, Walsh, Creighton, McCarthy, Lewis, Kephart, Noble. Abstained Wannarka. MOTION FAILED.

**MOTION:** to refer issue with section 9.3.29.A to the CRB for consideration. Creighton/Harris. PASSED 12-0-1. Abstaining Langlotz.

## MARKETING/COMMUNICATIONS REPORT

Prill currently working multiple sponsorship packages for 2012 and beyond. Working on a possible opportunity with Formula SAE teams in conjunction with Solo programs and Gumout sponsorship.

Feedback on digital issues has in general been good. Small percentage continue to opt out of paper copy. The next issue of SportsCar will be digital only. Under discussion is a special publication of a 2012 yearbook issue in time for the holidays.

The recent Guide to SCCA for new members (March issue) has received many compliments. Multiple requests by regions to use it as a marketing tool which was not the intended purpose but marketing staff will look into repackaging it for that purpose.

Staff is currently working with Trozzolo and Associates, an outside consultant on SCCA marketing and branding.

Majors promotion: have established contacts with key groups of drivers in Majors pilot zone to help drive social awareness and generate buzz for program.

## FOUNDATION/RALLY AND SOLO REPORTS

Howard Duncan reported that the Rally/Solo department re-organization is proceeding as planned. Update on Rally program given...rally is a very small percentage of SCCA membership interest.

RX Divisional steward position in CenDiv Dustin Nevenon LOL Region.

**MOTION** to approve the recommendation by the RXB to appoint Dustin Nevenon (LOL Region) as RX Divisional Steward for Cendiv. Lybarger/Harris. PASSED.

Early season #s are positive, the first event is filled with a waiting list and the second event (College Station) is not full yet.

2012 will be the 40<sup>th</sup> anniversary of Solo Nationals – using the promotion throughout the year...one of the focal points of this promotion: history of women in the sport of Solo with a special Monday luncheon.

Early season planning session with all staff and field staff in Topeka was very useful setting plans for the year.

TRSS Summit which is Sunday at convention has 100+ people participated in the Sunday summit...over half are SCCA members and remainder are BMW club...first effort is looking to be very positive for the expansion of the program.

## CONVENTION

Thoennes reviewed the convention schedule with detail on the responsibilities of the board as well as format changes to enhance the event.

## MEMBERSHIP/REGION SERVICES REPORT

Arnold presented the new membership card which replaces the old 2 piece card.

Good progress on collecting membership interest data collection and participation. Completed for Road Racing, working on Solo and Rally, RallyCross.

Reviewed new multi-year membership options and automatic renewal options. This will include Competition licenses. Currently insert for Comp license is manual, should be automated by mid-year.

Convention attendance for 2012 very good (420+) similar to 2011. Las Vegas slated for 2013 again due to low sleeping room pricing for attendees.

Arnold presented proposal for tiered membership pricing and benefits. Concept is to balance costs vs level of services. Associate Membership (tentatively called Access Pass) and Full membership were recommended. BoD review and Q&A. Arnold to modify according to comments for June BoD meeting. Intent is to inform and present constraints of variable cost models for membership vs cost of service delivery. Good analysis of membership numbers, and tradeoffs, new members, converting weekend members to new "right price" memberships etc.

## Planning Committee Report: Kephart

Lots of ideas and concepts developed over time, not all active, none are supposed to be the home run but incremental improvements that add up. Trying to look at issues areas and contributing factors. This goes for everything from Region assistance, new members, membership retention, to BoD turnover, consistent policy directions, and relationships with manufacturers.

Discussion about FSAE program and participation with SCCA at June 20, Lincoln, NE event. Value seen providing SCCA membership to these participants.

**MOTION:** To authorize the club to distribute complimentary associate memberships to qualified FSAE teams. Kephart/Patullo. PASSED.

Anticipated that most of FSAE members will be First Gear category. SCCA Membership will set up new key in membership code so Region Registrars will know who and where these people came from.

Discussion on the Majors program and progress on 2012 pilot. Details have been worked through the Regions hosting the 6 pilot events. Significant learning has occurred and continues in how to drive this forward, engage with drivers and region officials. Response has been very positive overall. Club Racing is hiring a field staffer to assist with Majors program. BoD voted 13-0 for the majors program and needs to be 100% supportive to successfully assist rollout. BoD is in agreement that rollout should happen in 2013. A committee was established to research Majors zones for the 2013 national rollout which won't necessarily

need to follow division boundaries. The goal is 6 Invitational Majors per zone, but 4-6 acceptable. Will accept fewer events, fewer Zones and focus is on doing it well. Showcase Festival events should be 1-2 per zone. Assistance to Regions for Showcase Nationals will be provided.

**MOTION:** The Board of Directors support the intent to roll out the Majors program Nationwide in 2013 to the greatest extent possible. Kephart/Walsh. Approved Unanimous

Discussion over Runoffs shortened duration format. BoD voted in December to task staff to develop a proposed Runoffs schedule that would require competitors to be there no more than 4 days. Staff has presented several formats and presented one to all national competitors in a survey. Approximately 30% response rate (1500 of 4500) with approximately 70% favorable of a shorter schedule. There was an indicated ~90% plus increase in favorable consideration for attending Runoffs. Class by Class breakdown ranged from about 1:1 (break even) to 2:1 up to 10:1 in favor of shorter schedule. Note that issues to address at track are parking and move in, schedule is "different" in that it is not symmetrical (all practice, all qualifying, all race), it has racing and qualifying sessions mixed. Schedule tries to group racing around lunch time starting Thursday-Sunday, and takes survey preferences in to account as much as possible.

**MOTION:** The Board of Directors is in support of the shorter, non-traditional Runoffs schedule. Club racing and CRB to publish schedule. Kephart/Butler. Approved Unanimous.

### **Stewards Program Annual Report:** Nokes

There was discussion of the Court of Appeals. The current Operations manual dealing with the Court of Appeals does not align with the GCR. CoA and Stewards Program Advisory Committee worked to clean up language and make the documents consistent.

**MOTION:** To accept rewrite of Section 5.6 Club Racing Court of Appeals procedures in the Operations Manual . Lybarger/Harris. PASSED Unanimous

### **5.6 Club Racing Court of Appeals**

SCCA's judicial system follows the well-established civil principle that a party to a First Court decision may request a second, higher court to review the decision. The Club Racing Court of Appeals (COA) fulfills that role.

A party to a First Court decision may appeal on any of the following grounds:

- Evidence not reviewed by the First Court
- Procedural errors by the First Court
- Inequitable or unfair application of the General Competition Rules or event Supplemental Regulations

The Board of Directors shall appoint members of the COA for one-calendar year terms in December of the previous year. COA members may be appointed to consecutive one-year terms but will not normally serve more than four terms in succession. The Chairman of the Stewards Program shall provide a list of candidates for the Board's consideration. Each candidate shall submit his/her resume to the Board.

Nominees shall be active and experienced stewards who have demonstrated sound judgment and a substantial commitment to the Club Racing Program. At least one member of the COA should have current or recent racing experience. The Court normally has five members.

No current member of the Board of Directors, Club Racing Board, or staff member of SCCA, Inc. or any of its subsidiaries may serve on the COA.

The Chairman of the Board, after consultation with the Chairman of the Stewards Program, shall select one member of the COA as its Chairman. The COA may appoint a non-voting Secretary.

A Court of at least three, selected from the members of the COA by its Chairman, shall hear each appeal. No member involved in the action under appeal or with a direct or indirect interest or involvement in the matters under consideration may serve on this Court.

The Club Racing Department shall provide proper notices to all parties to the appeal.

The COA shall publish its decisions in their entirety, normally in Fastrack. The report of the proceedings shall identify the stewards involved in the original action and the members of the Court that adjudicated the appeal.

Duties: The Club Racing Court of Appeals shall serve as a second review court, hearing matters brought to them as outlined in the current SCCA Club Racing General Competition Rules and herein.

Nokes provided high level review of Stewards strategic plan.

Review of overall Stewards program. Comprehensive overhaul and updating of manuals and procedures completed. Training materials are updated and current, best practices and guidelines for steward specialties are written and published as well as Stewards guidelines, behavior, penalty guidelines and steward evaluations. SIT boot camp training materials are available. Majors will be a change opportunity, with series Steward and officials to provide consistency.

Discussed moving beyond SIT school as it goes to a Division level. A new "Top Gun" type of school for high-level training of Stewards, knowledge skills, advanced training, and types of situational training they may not get in home regions. Nokes asked the BoD for an endorsement of the concept.

**MOTION:** The Board of Directors endorses the concept to develop a Stewards "Top Gun" program for advanced training with intent to offer first courses in 2013. Langlotz/McCarthy Approved Unanimous.

Stewards Advisory Committee will develop set of questions for drivers, workers, and race organizers to provide feedback on Steward performance.

The Board of Directors were given a report on the state of SCCA Enterprises by Erik Skirmants, President/CEO. Skirmants reported on success of 2011 and plans for 2012.

The Board of Directors were given a report on the state of SCCA Pro Racing by Tom Campbell, President and Scott Clatterbuck, Business manager. Campbell reported on success of 2011 and plans for 2012.

Members of the Club Racing Board: Chris Albin, Jim Drago, Mirl Swan, Peter Keane, Fred Clark and Jim Wheeler met with the Board of Directors.

Wannarka thanked members of the CRB for their time and valuable contributions to SCCA. He noted that SCCA is commissioning an industry study on future of motorsports and direction of club racing and the subsequent impact this may have on CRB activities going forward.

The recent BoD decision to support a shortened Runoffs schedule was discussed. Prill presented the summarized Runoffs survey results to the boards which influenced the board's decision. The response rate of the survey was approximately 30% (1500 of 4500). Of those, approximately 70% were in favor of a shorter schedule. There was a strong indication that those not currently attending the event would attend if the event was shortened.

Kephart gave an update on the Club Racing Majors Program. The goal of the majors is to cluster competition. Driver response is overwhelmingly positive. The BoD made a conscious decision (13-0 vote) to support Majors rollout in 2013 to best extent possible with a goal of 6 Majors per Zone with recognition that there will be some hybrid events in 2013.

Wheeler and Patullo presented the CRB Rules Package effective 4/1/12.

**MOTION:** To approve the following rules package effective date of 4/1/2012. Patullo/Butler. PASSED 12-0, Langlotz-Abstained.

## GCR

1. #6539 - January

In 9.3.12, delete the last sentence: "~~Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.~~" [This would permit helmet mounted cameras if judged safely mounted by scrutineers.]

2. #6706 - February

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

1. #6901 - February

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, 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 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.

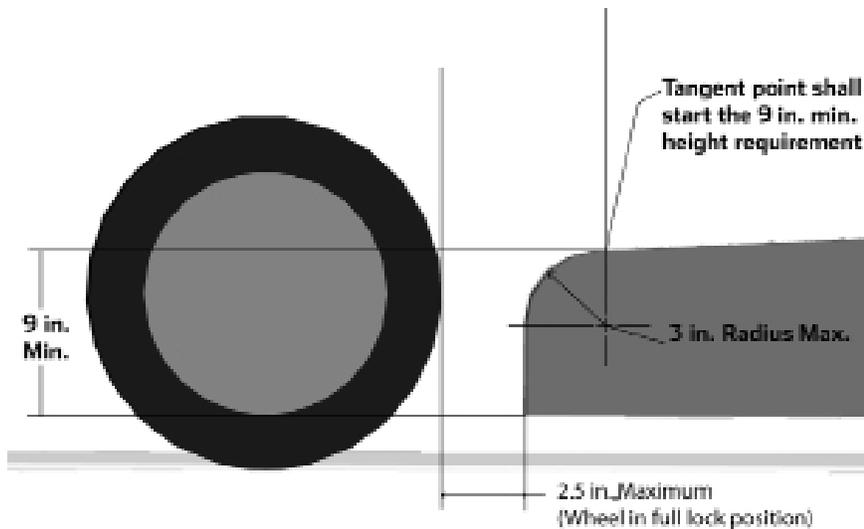
## **K.7. Frame/Chassis**

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 - February

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.**

#### **SPEC MIATA**

1. #6861 - January

In 9.1.8.C.8.e, change as follows: "Carpets, center consoles, cargo bins, seat belts, floor mat, firewall insulation/blanket, **sound deadener patches, undercoating**, radio system, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted."

#### **T3**

1. #6500 - January

In 9.1.10, T3, BMW Z4 3.0si Coupe (07-08), change weight from 3500 to **3400** and add to Notes: "**May use H&R springs: front RF160090, rear RF160100; rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm, at 3500 lbs.**"

**MOTION:** To approve the following rules package as presented by the CRB with effective date 1/1/13. Patullo/Butler.  
PASSED Unanimously.

### **FORMULA**

1. #6514 - February

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.**

### **SUPER TOURING**

#### **STO**

1. #6665 – January

In 9.1.4.1, STO, permit stock, factory OEM wheels on Dodge Vipers.

### **PRODUCTION**

1. #6467 - January

In 9.1.5.E.1.n.4 and 9.1.5.E.2.n.4, change as follows: "**For rear wheel drive cars, the transmission tunnel and tunnel cover can be altered to allow the installation of an alternate transmission and/or drive shaft. For front wheel drive cars, the body,**

**unibody, frame, suspension crossmembers/subframes and their components may be altered to the extent required to allow the installation of an alternate transmission, transaxle and /or drive shaft."**

## HP

1. #6570 - January

In 9.1.5, HP, Alfa Romeo Giulietta Sprint & Spider, 750 & 101, Normale (Spider) & Veloce (Super Spider), change track to **55.6 front and 54.6 rear** and wheel size to **15x7**.

2. #6778 (CRB) - January

In 9.1.5, HP, Toyota Corolla (71-74), add to Brakes Alt.: mm/(in.): "**(F) 10.0 Solid Disc Rotors and Calipers from 73 Corona**".

## TOURING

### T1

1. #6552 - January

In 9.1.10, T1, Porsche 911 Carrera S (05-07), add to Notes: "**Transmission coolers are free. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Spring rates are free. Sway bar size & configuration is free. Removal of rotor dust shields is allowed. Spoilers & bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport rear control arms allowed.**" [These are the same allowances as the T2 Porsche 911 / 996 (98-05).]

2. #7075 (CRB) - February

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

### T2

1. #6644 - January

In 9.1.10, T2, Ford Mustang V6 2011-2012, change as follows: Max Wheel Size: from 18 x 8 (F&R) to **18 x 10 (F&R)**, Tire Size: from 245 (max) (F&R) to **295/35 (max) (F&R)**, Final Drive: from 3.31 to **3.55**. Add to Notes: "**Ford Spring Kit – M 5300-A (M-5310-A Front, M-5560-A Rear) permitted.**"

### T3

2. #6563 – January

In 9.1.10, T3, Ford Mustang GT (01-04) incl. Bullitt (2001), add to Notes: "**H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) permitted at 3400 lbs and tire size 245.**"

Wheeler presented an overview of active class management and high level concepts for class management and structure. The Board via straw vote demonstrated their support of FSARC (what does this abbreviation stand for?) consolidation directions.

CRB to present roadmap of classes and timelines to the BoD at the June BoD meeting including proposed rules changes for Touring and SS classes for 2013.

Discussion about the ad hoc competitor driven committee of GT drivers, owners, builders to work out classes and consolidation, will have to follow normal CRB advisory committee and CRB process.

Production Classes: No changes proposed. GP is not coming back.

The Board of Directors met individually with the chairman from the various program boards: Tony Machi, TTAC; Ken Cashion, RXB and Steve Hudson, SEB regarding their concerns and strategic planning.

The Board met with Jim Wheeler, Chairman of the Club Racing Board and discussed a proposed change from the CRB to the Runoffs Invitation qualification.

**MOTION:** To accept change to Runoffs qualification as presented by the CRB to accept top 50% of national point standings for entrants in class (3.9.3) or finish in the top 90, whichever is less. Patullo/Butler. FAILED. In Favor: Patullo, Butler, Lybarger Opposed: Walsh, Lewis, McCarthy, Langlotz, Jones, Harris, Kephart, Wannarka, Noble . Note: missing vote by Creighton (for or against?)

As this change was brought to the Board in a short time frame, Staff is requested to bring data to the Board on this matter and an alternative bonus point option for the National Series Points Standings.

# BOARD OF DIRECTORS

SCCA Board of Directors | Feb. 29 - March 4, 2012

SCCA National Board of Directors met via conference call Wednesday 3/14/12. The following directors participated: Jerry Wannarka, Lisa Noble, Michael Lewis, Dick Patullo, John Walsh, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, Steve Harris and Brian McCarthy. Bill Kephart was not present.

The following SCCA, Inc. staff participated in the meeting: President CEO Jeff Dahnert.

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

The meeting was called to order by Chairman Wannarka.

Dahnert reported that ACCUS is setting up an LLC in regards to the administration of the Formula 1 events in the United States in 2012. This LLC will then work with respective membership clubs to provide support for these events. Dahnert is on the managing board of said LLC and the SCCA National Office will coordinate SCCA involvement.

Club Racing Board asked BoD to review the qualification criteria for Runoffs invitation. There was an active discussion about the national championship points and possible qualification changes for 2012 Runoffs. Practical impact is to on two specific classes, SM and SRF. Impact of a change on these classes was discussed and, in particular, changing qualification rules at this point in the season.

**Current rule 3.9.2.A.2.b says:**

Finish in top 50% of National point standings (3.9.3) for his class. Example: If 100 drivers score points in a class, the top 50 will receive an invitation.

**Proposed Change:**

**Any driver who scores points in top 50% of National point standings (3.9.3) for entrants in his class. Example: If 100 drivers enter National races in the current race season, the top 50, who score any points, will receive an invitation.**

**MOTION:** Change Runoffs qualification requirement 3.9.2.A.2.b to “any driver who scores points in top 50% of National point standings (3.9.3) for entrants in his class”. Butler/Patullo. FOR: Wannarka, Noble, Patullo, Walsh, Butler, Lybarger, Creighton. OPPOSED: Lewis, Jones, Langlotz, Harris, McCarthy. PASSED 7-5. Special note: Directors who opposed this measure would have supported the change for 2013 only. They did not support a mid-year change.

**MOTION:** Approve the appointments of Dr Kent Carter (Southwest Division) and Dan Goodman (Rocky Mountain Division) to the Time Trials Advisory Council. PASSED – Unanimously. □

Wannarka addressed the potential addition of an 8<sup>th</sup> member to the Club Racing Board. The BoD deferred this decision for consideration to the next board meeting June 1-2. A change of this nature would also require an Operations Manual change.

A proposed change to GCR language for Tow Fund distribution for Runoffs was submitted by Noble on behalf of Ozment. This is in support of the 2012 Majors pilot. Drivers will not be allowed to “double dip” and collect Divisional and Majors tow funding. This change requires the addition of this sentence to the criteria: **“Drivers who do not finish in the top three in their division, but finish in the top three in the Invitational Classes of the Majors Pilot will also be eligible for tow fund.”**

**MOTION:** To approve the change in Tow Fund Language Section 3.3 of the GCR to:

3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:

- Top three (3) drivers with the highest points total in each class from each Division if they attend the event (no tow money will be paid to drivers living closer than 299 miles and the maximum mileage to be paid will be 2,100 miles).
- **Drivers who do not finish in the top three in their division, but finish in the top three in the Invitational Classes of the Majors Pilot will also be eligible for tow fund.**
- If any of the top three in points in a class do NOT attend the event, the tow fund will NOT be paid farther down the points list.

Noble/Butler. PASSED 11-1. OPPOSED: McCarthy.

Noble, Jones, Dahnert gave a report on the first Majors event in Texas last weekend. It was a very wet weekend, but about 20+ out of Division drivers attended. Definitely felt that Series Stewards arrangement and authority worked well. Good ceremonies in Impound for podium finishers and awards in front of competitors. Given the weather circumstances, things worked pretty well. Lessons learned will be factored into upcoming events. Staff responsibilities similar to BFGoodrich Tires Super Tour.

# CLUB RACING BOARD

## SCCA Club Racing Board Minutes | March 6, 2012

The Club Racing Board met by teleconference on March 6, 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 Manager; and Ryan Miles, Assistant Manager. 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.crbacca.com/> or [www.clubracingboard.com](http://www.clubracingboard.com).

#### **GCR**

1. #7627 (BoD Action Item) Use of the Numeral "1"

Change 9.3.29.A: A. Numbers shall be placed on the front and both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. Numbers shall be no more than 2 digits, and shall meet the approval of the Chief of Timing and Scoring. 3 digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring. Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended. The numeral "1" shall be exclusively reserved for the current national champion in each class for national events. If 2 or more national champions are entered in the same run group, the first to register shall have preference. *If no current National champion is using the numeral "1," then a past national champion may use the numeral "1."*

#### **FORMULA**

None

#### **GRAND TOURING**

##### **GT**

1. #7509 (GT Committee) Add to 9.1.2.F.4.i.5.E

*Direct injection is not permitted.*

#### **SUPER TOURING**

##### **STO**

1. #7459 (Christopher Childs) Correct the Engine Displacement – Panoz

Thank you for catching this. Please change displacement in STO, Panoz Esperante GTS, 5940 **5800**.

#### **IMPROVED TOURING**

None.

#### **PRODUCTION**

##### **ALL**

1. #7154 (Chuck Mathis) Allow CIS fuel injection to be replaced with Digifant

Thank you for your request. Change 9.1.5.E.1.b.4, Car's permitted to utilize fuel injection, must use the stock manifold and throttle body. The throttle body bore size must remain stock. The throttle body can be ported and polished. The number of injection nozzles must remain the same as stock. The mounting position and injection point of the injection nozzle must be stock. ~~The stock type of fuel injection must be maintained (electronic, mechanical, Bosch CIS, etc.).~~ *Electronic fuel injection may be substituted for the stock type of fuel injection.* The fuel injection system is otherwise unrestricted.

Also, change 9.1.5.E.2.b.4, Fuel Injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly must remain stock. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and injection point must be stock. ~~The original type of fuel injection must be maintained (electronic, mechanical, Bosch CIS, etc.).~~ *Electronic fuel injection may be substituted for the stock type of fuel injection.* In all other respects the fuel injection system is unrestricted.

#### **AMERICAN SEDAN**

None.

## **SHOWROOM STOCK**

### **B-Spec**

1. #7376 (T-SS Committee) Track Specification

Remove track width column from the B-Spec specification line for all cars for simplicity.

## **SPEC MIATA**

### **SM**

1. #7625 (Club Racing Board) Recommended Rule Change Portion of Letter #6400 (Technical Bulletin)

Thank you for your letter. Add to 9.1.8.C.1.o.2: *Fan shroud and brackets may be modified for installation.*

## **SPORTS RACING**

None.

## **TOURING**

None.

## **WHAT DO YOU THINK?**

None.

## **MEMBER ADVISORIES**

General (Runoffs)

Since the BoD has directed the CRB to propose class consolidation, the CRB needs data to ensure that this process keeps the competition as close as possible. For that reason, the CRB plans to conduct data acquisition at the 2012 Runoffs. Data will remain proprietary and under the secure control of the SCCA. Competitor's information will not be published or shared with any competitor. The following classes shall be included in the study:

T1, T2, T3, SSB, SSC

GT2, STO, STL, STU

CSR, DSR

Drivers selected will be required to participate and will also be required to develop an area in their car where tech personnel can mount the DL1s. SCCA will provide dimensions and specifications for this mount. Drivers required to participate will be notified in a timely fashion prior to the Runoffs.

Grand Touring

GT

1. #6979 (GT Committee) Member Advisory- GT Philosophy

The GTAC would like to thank the various GT2, 3, and L competitors that provided input from our published "What Do You Think" (February 2012 Fastrack) regarding precision adjustments. We received phone calls, emails, and 23 thoughtful letters submitted to crbscca.com. In rough terms, 65% of the letters were in favor of maintaining the status quo regarding adjustments. Of those in favor of no change, there were several that would be willing to allow it with some caveats, but we left these in the "no change" category as the caveats were not really within the spirit of what we were inquiring about. Examples of the caveats include:

- Only aerodynamic changes
- Only to speed cars up
- Only in GTL
- Only 4 changes per year max
- Only if we can undo them nearly instantly if we get them wrong
- Only for bore/stroke

Clearly the preponderance of the population that voiced opinions is content with the status quo and/or is not confident that the volunteer rules making committees would have the assets to effectively migrate to a precision adjustment model.

As a result, we intend to remain committed to our current adjustment approach which would be to make adjustments uniformly to a specific classes of engines (such as all 2V 1600s or all 4V 2400s) which would then receive the same adjustment.

Thank you for your timely and thoughtful responses.

## **NOT APPROVED BY THE CRB**

### **GCR**

None.

### **FORMULA**

None.

## **GRAND TOURING**

### **GT1**

1. #6850 (Mr. Moreno) Rules

Thank you for your requests. Please submit the manufacturer's information and specifications for the cylinder head you are requesting for further review of your request. You may not run the engine block you have requested. You may not run a 275 cubic inch V8 small block Chevy at 2430 lbs.

### **GT3**

1. #7449 (Roger Welling) Engine Classification - Nissan L28

Thank you for your request. The requested engine's performance potential exceeds the parameters of GT3.

### **GTL**

1. #7231 (Gary Johnson) Change Specification Line – Mini

Due to the unique engine/transmission architecture of the FWD Mini this weight differential is deemed proper. The factory FWD power unit layout has inherent compromises due to the nature of the common sump oil pan. Proper oil control (scrapers/windage trays) is not fittable. Dry sumping is not an available option, and because the transmission and transfer gears share the same oil as the engine, higher base oil viscosity must be used. In the RWD platform these performance limitations can be properly addressed through normal race engine building procedures. Additionally, due to the nature of the FWD flywheel/clutch set up, although light weight parts are available, they are heavy when compared to what can be achieved for RWD application. This performance difference is based on many years of insight gained when Mini's were racing in large quantities within GT5. We have not seen such disparities in performance between FWD and RWD variants in other manufacturers.

## **SUPER TOURING**

### **ST**

1. #7595 (David Mead) Classification of Solstice/GXP with Hardtop

Thank you for your input. Please see letter #7616 (Technical Bulletin).

### **STL**

1. #7508 (Christopher Childs) Increase Wheel Width – STL

Thank you for your input. The current wheel size is appropriate for STL.

### **STU**

1. #7406 (John De Barros) Reduce Weight and Restrictor WC Mazda 6

Thank you for your input. The World Challenge classification is weighted correctly. If the competitor would like to convert the car to STU specifications, then it will compete at a lower weight.

## **IMPROVED TOURING**

None.

## **PRODUCTION**

### **ALL**

1. #7312 (Rich Rock) Vacuum System Rule Clarification/Explanation Request

Thank you for your request. There is no need shown for these systems and they create a safety issue if they malfunction.

2. #7360 (Bill Blust) Create a "Runoffs Spec"

Thank you for your suggestion. The creation of specifications unique to the Runoffs venue would be an extraordinarily complex task with a great potential for creating perceived advantages to specific cars. Additionally, although Road America is considered a horsepower track, there are a number of examples from the 2009 through 2011 Runoffs in production that indicate Road America is as much about handling as it is about power.

### **EP**

1. #7227 (Joe Boruch) Classify all S2000 Years on One Specification Line

Thank you for your request. Sufficient differences exist among the cars covered by the years listed on the specification lines to warrant separate specification lines.

## **AMERICAN SEDAN**

None.

## **SHOWROOM STOCK**

### **SSB**

1. #7230 (Chris Dryden) Give the MX-5 More Power

Thank you for your request. Due to the plans for 2013 to re-classify all SS and Touring cars into 4 Touring classes, the CRB has no plans to make performance adjustments in 2012 for SS and Touring cars beyond the purview of Technical Bulletins (such as weight changes). The CRB recommends that, if after your car is classified in one of the Touring classes for 2013, you believe your car needs a competition adjustment, you should submit another letter requesting an adjustment, at that time.

### **B-Spec**

1. #7423 (Mike Allen) Modify / Replacement of Engine Mount #1.

Thank you for your request. The current B-Spec ruleset does not allow for replacement engine bushings.

## **SPEC MIATA**

### **SM**

1. #7457 (Jim Drago) Allow removal of Heater/AC Controls

9.1.8.C.2.g is adequate as written. The CRB has no plans to allow the removal of heater controls in SM.

## **SPORTS RACING**

None.

## **TOURING**

### **T2**

1. #7352 (Marty Grand) Spring Request for EVO

Thank you for your input. The CRB does not recommend spring changes at this time; however, there have been recent changes in T2 to balance the class.

2. #7460 (Marty Grand) Enlarge Restrictor - T2 EVO IX

Thank you for your input. Please see letter #7352.

3. #7461 (Marty Grand) Weight Reduction T2 EVO

Thank you for your input. Please see letter #7352.

### **T3**

1. #7626 (Club Racing Board) Not Recommended Portion of Letter #7431 (Technical Bulletin)

Thank you for your letter. The CRB does not recommend a carbon hood for this car and does not recommend taking away the 25 lb weight penalty for the aluminum driveshaft.

## **PREVIOUSLY ADDRESSED**

### **GCR**

None.

## **FORMULA**

None.

## **GRAND TOURING**

### **GT2**

1. #7179 (Club Racing Board) Clarify 997 cup car restrictor location

Please see letter #6880, March 2012 Fastrack (Technical Bulletin).

2. #7191 (Robert Murillo) Nov 2011 Fastrack, 2012 GCR question - Porsche 997 cup

Please see letter #6880, March 2012 Fastrack (Technical Bulletin).

### **GT3**

3. #7622 (Club Racing Board) Previously Addressed Portion of Letter #7448 (Technical Bulletin)

Thank you for your letter. Please see March 2012 Fastrack (Technical Bulletin) letter #7066 for the GT3 VG30 engine information.

## **SUPER TOURING**

### **STL**

1. #7487 (Don Wiseman) Preparation Specifications

Thank you for your letter. Please see letter #6957 (Technical Bulletin), March 2012 Fastrack. A vehicle may be prepared to either IT specifications or ST specifications. Weight as raced is based on which specification the competitor chooses for the

race preparation.

#### **IMPROVED TOURING**

None.

#### **PRODUCTION**

None.

#### **AMERICAN SEDAN**

None.

#### **SHOWROOM STOCK**

None.

#### **SPEC MIATA**

None.

#### **SPORTS RACING**

None.

#### **TOURING**

##### **T3**

1. #7439 (Cheyne Daggett) 1 Piece Drive Shaft Mustang V6 - T3  
Please see letter #6943 March 2012 Fastrack.

#### **NO ACTION REQUIRED**

##### **GCR**

None.

#### **FORMULA**

None.

#### **GRAND TOURING**

##### **GT**

1. (Multiple, 23 letters) GT Philosophy  
Please see letter #6979.

##### **GTL**

1. #7167 (Bob Clark) Question on Tech Bulletin #TB12-02  
Thank you for your question. As a result of the confusion of this particular rule at the 2011 Runoffs, the CRB has reviewed the language for 9.1.2.F.4.b.2 and made adjustments to bring the wording in line with the intent.
2. #7245 (Chris Bovis) Return to 2010 Specifications  
Please see response to letter #7242 (Technical Bulletin).

#### **SUPER TOURING**

##### **STL**

1. #7588 (Dana Hullinger) Clarification ITA cars racing in STL  
Thank you for your question. Displaying the ITA weight is sufficient for both classes.

##### **STU**

1. #7617 (Club Racing Board) Solstice fuel tank  
Please see letter #7616 (Technical Bulletin).

#### **IMPROVED TOURING**

None.

#### **PRODUCTION**

None.

#### **AMERICAN SEDAN**

None.

**SHOWROOM STOCK**

None.

**SPEC MIATA****SM**

1. #6478 (Tom Sager) Sleeved Block Rule

Thank you for your letter, however the CRB feels that the rule is adequate as written and does not feel extending the life of sleeves is a decision that is best for the class.

**SPORTS RACING**

None.

**TOURING****T1**

1. #7434 (Jason Berkeley) Do Not Restrict LS3 C6

Thank you for your input. There is no current plan to restrict the LS3 for 2012. All Touring cars will undergo scrutiny and adjustment for capability within the Touring re-classification effort to be effective for 2013.

**RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2012  
NUMBER: TB 12-04  
FROM: Club Racing Board  
TO: Competitors, Stewards, and Scrutineers  
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 3/30/2012 unless otherwise noted.

## GCR

1. #6400 (Todd Green) Seeking rules clarification/suggestion for Spec Miata  
In 9.3.24, add the following to the end of the paragraph: *“Insulation or heat-resistant material may be added to the interior (cockpit) surfaces of the firewall, floor, and transmission tunnel.”*  
(Please see letter #7625, Minutes for Recommended Rule Change portion of this letter).

2. #7597 (Barry Kaplan) Errors and omissions

In GCR section 5.4.2.A.1, clarify the paragraph as follows: “There will be a Chief Medical Official who is either: 1) Physician, MD or DO, preferably with an EMS background and licensed to practice in at least one (1) state or, 2) Paramedic or equivalent (advanced life support technician) with an active license *or certification for the state in which they are operating*, or, 3) PA (Physicians Assistant) or APN (Advanced Practice Nurse) trained and experienced in EMS and emergency medicine with an active license. The Chief Medical Official may be a person contracted with the track, and not an SCCA member, but he must coordinate with the Chief of ES. At the Runoffs the Chief Medical Official must be a physician.”

3. #7664 (Club Racing Board) Clarify roll cage mounting points.

In GCR section 9.4.E.1, clarify the paragraph by removing the following language: “Improved Touring, Showroom Stock, Spec Miata, B-Spec AND Touring classes–The roll cage must attach to the vehicle structure (~~floor pan/rocker boxes/sills~~) within the passenger compartment in a minimum of 6 points and a maximum of 8 points as specified in these rules. Roll cage may not pass through any structural member, except Miata rear main hoop braces may pass through the package tray.”

## Formula/Sports Racer SRF

1. #7676 (SCCA Staff) Correct Tire Specification

Effective immediately, in SRF, Spec Racer Ford Specifications, Chassis, section 9.1.9.C.F, clarify the section as follows:

“Effective 2/1/12 Tires:

Dry: Goodyear Eagle “Spec Racer Ford”; size 22” x 7” x 13”, Model D2525. Wet: Goodyear Eagle “Spec Racer Ford”; size 22” x 7” x 13”, Model D2626.

Wet: Part number D2524 is *and D2624 are* permitted in Regional races only through the end of 2012.”

## Grand Touring

GT3

1. #6986 (Ricardo Velez) List 4G93 1,834cc engine

In GT3, Acura engines, classify the 4G93 engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4G93	DOHC	81mm x 89.0 mm	1834	Crossflow-aluminum	4	Unrestricted	2060	Direct injection not allowed

2. #7350 (Kirk Olson) Weight Reduction for Smaller Displacement Engines

In GT3, all 1600cc engines, reduce the weight as follows: ~~4855~~ *1790*

In GT3, all 1500cc & under engines, reduce the weight as follows: ~~4790~~ *1740*

3. #7448 (Roger Welling) Corrections - Nissan Engines

In GT3, Nissan Engines, clarify the VG30 spec line as follows: 87.0 x 77-2 *83.0*, Disp ~~2754~~ *2960*, Alum, Non-Crossflow

GTL

1. #7182 (Bobby Lentz) Classify the 1975-79 Nissan 200sx in GTL

In GTL, Nissan cars, classify the 200SX as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
200 SX	1975-79	2DR	RWD	92.0"	

2. #7242 (Bob Clark) Adjustment of SIR size for 1500-1600cc multi valve engines  
In GTL, All 4V engines with a displacement of 1500cc-1600cc, increase the SIR size as follows: ~~23mm~~ **23.5mm**

3. #7429 (Peter Zekert) Allow A16 engine with identical specs as classed E16 engine  
In GTL, Nissan/Datsun engines, classify the A16H as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
A16H	OHV	76.0mm x 88.0 mm	1597	Non Crossflow	2	25mm SIR	1950	Must use A14/15 "A" series block. Must use non crossflow "A" series cylinder.

4. #7432 (Peter Zekert) Consider 3 valve engines separate from 4 valve in SIR & Weight  
In GTL, all 3 valve engines, increase the SIR as follows: ~~23.0~~ **24.0**

### Improved Touring

None.

### Production

1. #7663 (Club Racing Board) Errors and Omissions, Change to 9.1.5.E.6.h.1  
In section 9.1.5.E.6.h.1, change paragraph as follows: "Screens, block-off plates or tape that serve only to protect or restrict air flow to the radiator(s) and/or oil cooler(s) are unrestricted, but must be located a minimum of 2" behind the stock radiator/cooler opening **or behind the stock grill.**"

### EP

1. #7523 (JOHN NORRIS) CLASSIFY CAR 325is EP  
In EP, classify the 1992-1995 BMW 325i/is as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
BMW 325i/is E-36 (92-95)	2	2525 * 2588 ** 2651	6 Cyl. DOHC	84 x 75	2494	Alum or iron	Alum	(I) 35.0 (E) 30.5	Fuel injection	106.3	59.6 / 60.1

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
BMW 325i/is E-36 (92-95)	15x7	5	(F) 286 vented (R) 280 solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".

### Super Touring

#### STO

1. #7177 (Robert Zecca) Please classify the Grand AM spec Audi R8 in STO

In STO, classify Audi R8 as follows:

Displacement: **5200**

Min. Weight: **3200**

Restrictor Two flat plate restrictors: **40.5mm**

Notes: "**Must meet February 2012 Grand Am Specs. Must meet 9.1.4.P.1 for tire requirements.**"

#### STU

1. #6952 (david mead) allow 13b bridgeport

In section 9.1.4.2.I.1, classify the Mazda 13B by adding the following sentence: "**The Mazda 13b bridge port engine is allowed with stock fuel injection or automotive 2 barrel carb with 44 mm chokes at 2600 lbs.**"

2. #7512 (Eric Nummelin) Allow Cougar into STU Using 2003 World Challenge VTS

In STU, add the 96-00 Contour/Cougar to Table B as follows:

Min. Weight: **2750**

Restrictor: **none**

Notes: "**Must conform to 2003 World Challenge VTS.**"

3. #7616 (Club Racing Board) Solstice Hard Top

In STU, classify the Pontiac Solstice and Saturn Sky as follows:

Max. Displacement: **2400**

Min Weight "**Chart**"

Notes: "**May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.**"

## STL

1. #7530 (Greg Amy) E&O: Exclude Improved Touring R cars from STL

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

2. #7615 (Club Racing Board) S2000

In section 9.1.4.3.D.1, remove the Honda S2000 ineligibility as follows: ~~Honda S2000~~

## American Sedan

1. #7514 (Club Racing Board) Add vehicle years to current for Ford Mustang GT (Full Preparation) In AS, Ford Mustang GT (05-09), change the model years as follows: (05-09 **13**)

## Spec Miata

1. #7319 (Club Racing Board) Clarify ducting rule

In section 9.1.8.C.7.i, clarify the second paragraph as follows: "To improve driver exit through the window area, the driver vent window and vent window supporting frame may be removed as an ~~pair~~ **assembly**. If removed, ducting may be in the passenger side vent window only."

2. #7361 (Jim Drago) Correct rule on final drive ratio

Change 9.1.8.C.3.a: a. ~~Any 1990-2005 Miata transmission and required items for conversion may be used.~~ All cars shall only use the 5 speed transmission and the 4.3 differential ratio. Transmission gear ratios must be stock. All cars may use the stock 4.3 unmodified OEM open differential or one of the approved alternates listed below.

Change 9.1.8.C.3.c: c. 1994 and newer cars may use the stock limited slip (Torsen ~~or Tochigi Fuji~~) differentials from 94-05 models. ~~Stock 4.3 gear ratios~~ must be retained.

Change 9.1.8.C.3.d: d. The 90-93 Miatas may convert to the 94-05 differential assembly and must retain the 4.3 differential gear ratio. ~~From the 99-05 model years.~~ This conversion includes the driveshaft and half-shafts. The original 90-93 model rear suspension uprights must be retained.

## Touring/Showroom Stock

### T2

1. #7431 (Cheyne Daggett) Reduce the Weight T2 Mustang V6

In T2, Ford Mustang V6 (11-12), change weight as follows: ~~3500~~ **3400**

(Please see letter #7626 in the minutes for the not recommended portion of this letter)

### T3

1. #7440 (Cheyne Daggett) Tire Size Mustang V6 - T3

In T3, Ford Mustang V6 (2011-12), change the tire size as follows: ~~245 (max) (F&R)~~ **255 (max) (F&R)**

## B-Spec

1. #7539 (T-SS Committee) Honda Transmission ratios

In B-Spec, Honda Fit (09-12), change the gear ratios as follows: ~~3.00, 1.68, 1.07, 0.76, 0.55~~ **3.31 1.87 1.30 0.95 0.73** change the final drive as follows: ~~4.56~~ **4.62**

2. #7540 (T-SS Committee) Crash bolt at control arm pivot - remove

In 9.1.7.1.E.35, clarify the paragraph as follows:

"Maximum 2.5 degrees negative chamber is allowed on front and rear suspensions. Strut suspensions may adjust camber ~~wheels by the use of eccentric bolts (crash bolts) at control arm pivot points,~~ by the use of ~~eccentric bushings~~ eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts)."

## CLUB RACING MEMORANDUM

The 2012 National Championship Runoffs Schedule and Supplemental Regulations will be posted to the Runoffs web page by March 31, 2012. Go to [www.scca.com/runoffs](http://www.scca.com/runoffs) to find the information.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 18-22, 2012

The Solo Events Board met in Kansas City February 18-19, and by conference call February 22nd. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Lisa Noble of the BOD; Doug Gill, Ryan Miles, John Bauer, Howard Duncan, and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

Comments regarding items published herein should be directed via the website [www.sebscca.com](http://www.sebscca.com).

## GENERAL

- The Divisional Solo Events Steward position for the Midwest Division is open. Members interested in this position are invited to submit their qualifications in writing to the SEB.
- The following rule change proposals are submitted for member review and comment:
  - In 3.1, in the paragraph beginning "As an alternative to SSF...", delete the second sentence. (#6398) Comment: The rollover percentage value is not considered to be sufficiently consistent to be useful in this context.
  - Replace 1.3.2.K with the following (adapted from the GCR):

*1. No driver may consume alcohol until they have completed all their runs and completed their work assignment for the day. No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized as specified in Section 9. Alcohol may not be consumed in the grid until after all the day's competition activities are concluded.*

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

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

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

*As a condition of continued participation, the participant may be required to submit to such testing procedures as may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case. (#7606)*

- Delete Section 4.9 in its entirety. Comment: The SEB believes it can effectively serve the needs of the program by monitoring the class structures and participation levels, and dealing with issues on a case-by-case basis as they arise. (#5278, 5279, 5280, 5346, 5396, 5485)
- The following proposed revised version of Appendix I is published here for member review and comment:

### **Sound Measurements at SCCA National Solo Events**

*The maximum limit will be 100 dBA.*

*The measurement will be taken at a point where the vehicle can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings, etc.) as is practical.*

*If a vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement*

over 97 dBA.

*If a vehicle exceeds 100dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo Rules 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the vehicle exceeds 100 dBA again on the "second chance" run, the driver will be allowed another attempt as before to reduce the sound level. The Chief Steward or representative may approve a final "third chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third chance" run, the run will be scored a DNF.*

*Any "repair actions" to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward or representative. If the "repair" has deteriorated after passing the sound level requirements at the measuring point, it must be addressed again. The Chief Steward or representative has the right to disallow a repeat of the "repair action" that deteriorated. The "repair action" may be changed or modified to improve the quality of the "repair" and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound limits must make further "repair actions" to reduce the sound level to compliant readings before starting runs the next day.*

*These general sound limit regulations WILL NOT override specific local area and/or SCCA Regional sound limit requirements, regulations, and/or penalties.*

- The SEB is seeking member input regarding possible changes to Appendix C, for 1/1/2014 at the earliest, which would address the following issues:
  - Require a main hoop diagonal brace for all roll bars.
  - Require Appendix C compliant roll bars in closed cars in Prepared and Modified categories.
  - Require side impact protection in all cars using doors of alternate materials, and in all cars in which door beams have been removed.
  - All required bracing must be of at least the same size tubing as the main hoop.
- The SSC and SEB have reviewed the following items, and thank these members for their input:
  - # 6536, race track events. National-level events are subject to the same safety approval requirements as Regional events.
  - #6398, SSF value application.

#### **TIRE RACK SOLO NATIONALS**

- The SEB has approved the addition of Supplemental Classes RTF, RTR, and RTA, and their associated L classes, to the 2012 Solo Nationals.

#### **STOCK**

- The following rule change proposal has been recommended by the SAC and is submitted for member review and comment:
  - Change the last sentence of 13.8.B to read: "However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual." (#6537, #6726, #7223) Also remove from Appendix F, under STOCK CATEGORY CLARIFICATIONS, the item titled "PORSCHE STRUT ORIENTATION."
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - # 7109, Mini Coupe. This model was newly classed in the February Fastrack.
  - #7129, #7147 VW Golf R. This model was newly classed in the March Fastrack.
  - #7144, BMW 1M Classing. This model is presently classed in AS.

#### **STREET TOURING**

- The STAC and SEB have reviewed the following items, and thank these members for their input:
  - #7203, Toyo tire exclusion. Comment: the SEB and Tech Services Department are continuing to investigate issues related to ST tire requirements. The objectives for any changes to the tire eligibility rules, and/or the ST tire exclusion list, will be to encourage the use of tires that provide longer wear, greater availability, and differentiation from R compound tires.
  - #7226, Acura NSX. The STAC believes its previous decision regarding this car remains valid.

- #7428, VW Golf TDI. This car has already been classed as a result of item #5386; see the March Fastrack.

## STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - #7201, Motor Mounts
  - #5439, #5541, #6093, #6231 BMW Classing
  - #5884, #6101, SP Reorganization Comments
  - #7015, 300ZX Classing

Note: Due to the recent Street Prepared classing structure reorganization, and the introduction of class SSP, the SPAC feels that more information and experience with the new structure are necessary before considering further specific reclassifications. The committee will be monitoring event results for additional applicable data.

## STREET MODIFIED

- The following rule change proposals are being submitted by the SEB for member review and comment:
  - Change class SMF from Supplemental status to National status (#6087). Comment: this change is contingent upon continuation of the participation growth which has been observed in this class.
  - Change the class name designation of SM to be SMX.
  - Delete the following from 16.1.I: ***"This does not permit removal of the remainder of the window washer system."*** Also change the second sentence in 16.1.I as follows:

"Associated hardware including latches, hinges, *window washer nozzles and window washer reservoirs* may be modified, removed or replaced." (#6715)
- The SMAC and SEB have reviewed the following item, and thank this member for the input:

#6724, Engine Swaps

## PREPARED

- The PAC recommends the following rule change proposal be published for member comment.
  - Add the following subsections to 17.2.P:
    - 3. All OE rear wings and rear spoilers may be removed.*
    - 4. Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.*

## NOT RECOMMENDED

### Safety

- #7041, alternate helmet standards. The referenced European standard is based on motorcycle use and, as noted in Fastrack last month, is not believed to meet requirements which are comparable with those of the standards referenced in 4.3.1.
- #7359, height requirement for minor passengers. Per the SSC, the current requirement for properly fitting restraints and helmet (1.3.2.D.3) addresses this issue. Regarding the age of passengers, the minor waiver information contains the date of birth.

### Street Touring

- #6930, AWD Tire Size Proposal. The STAC believes that rules stability is a priority, and that the existing tire width limits are appropriate.
- #7127, Treadwear Rating. This concept was presented to the membership two years ago and was met with negative member feedback. No significant changes have occurred in the street tire market since that time to suggest any necessary change.
- #7186, Neon Classing. The STAC believes that Neons are appropriately classed in STC.
- #7273, STC and STF Classing. Per the STAC, the current "NOC" listings preserve classing stability.
- #7291, Sensor Proposal. Per the STAC, this change would not be consistent with category philosophy.
- #7353, Steering Wheel. Changing to an alternative steering wheel of this type is not considered consistent with category philosophy.
- #7354, Oil Filler Cap. Per the STAC, 13.10.G provides for oil catch tanks.

## TECH BULLETINS

### Stock

1. Add to 13.4, first paragraph: *Tire pressure monitoring sensors may be removed.* (#7128)
2. The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:  
Lotus Evora S (2011-12)      SS (#7145)
3. Per the SAC, the 2010-2012 Ford Taurus SHO is covered the the existing listing in GS. (#7198)
4. Per the SAC, the following listing cleanup/clarifications are provided:

From:

HS:

Nissan

Sentra (1982-90)

Sentra (1.6L) (1991-99)

Sentra (1.8L) (2000-06)

Sentra SE (2.0L) (1995-99)

to:

HS:

Nissan

Sentra (NOC) (1982-2012)

From:

HS:

Subaru

Legacy 2.5 GT

to:

HS:

Subaru

Legacy (NOC)

### Street Touring

5. Per the STAC, clarify 14.10.F, 5th sentence, to read as follows:

“Any **OE** OBD communications port functionality must remain.”

Note: This removes confusion surrounding the word “standard”, which was intended to refer to 12.4 Standard Part, but could also be misinterpreted to mean OBDII industry standards. The restriction requires any and all OE port functionality to remain, not just delivery of common OBDII codes and readiness functions. (#6963)

6. Per the STAC, clarify 14.10.F by adding the following to the first paragraph:

*Only the OE sensors may be used for engine management.*

Note: Additional sensors do not meet the requirements of 14.10.3, nor is their connection to either ECU or piggyback allowed via additional wiring. Further, use of additional sensors in the intake tract violates 14.10.C, if these sensors are used for engine management. (#6978)

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

Chevrolet Sprint (1985-88)

STC (#7005)

Subaru Impreza 2.0i (2012)

STF (#7030)

Dodge SRT-4 (2003-05)

STX (#7079)

Porsche 911 SC (3.0L) (1978-83)

STR (#7119)

Toyota Matrix (2003-12)

STF (#7297)

Subaru Legacy GT (2005-08)

STX (#7299)

Kia Rio (2012)

STC (#7371, #7416))

Note: the projected performance of this car is outside that of the target cars in STF.

Hyundai Accent (2012)

STC (#7371)

Note: the projected performance of this car is outside that of the target cars in STF.

8. Per the STAC, clarify 14.10.E by adding the following:

*“The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections.”*

Note: A converter welded into an exhaust manifold or long section of exhaust tubing does not begin/end at the inlet/outlet of that

larger piece.

9. Errors and Omissions (#7288): The following listing corrections have been provided by the STAC:

The Ford Fiesta listing in STF should read "Ford Fiesta (2011-12)"

The BMW 3 Series E90 listing in STX should read "3 series (E9x chassis, non-M, non-turbo) (2006-12)"

The BMW 3 Series E90 listing in STU should read "3 series (E9x chassis, NOC incl. M3) (2006-12)"

10. Errors and Omissions (#7438): Due to an editing oversight, wording was omitted from 14.10.D. It should read as follows:

"Exhaust manifolds and headers (including downpipes) may be replaced with alternate units. Relocation of the oxygen sensor on the header is permitted. Alternate oxygen sensors, including heated types, are permitted. This allowance does not permit relocation of the catalytic converter (see 13.10.E). Exhaust heat shields which cover only (and attach solely to) the header/manifold/downpipe are considered part of that component and may be replaced, removed, or modified. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. *Mounting brackets/hardware which serve no other purpose are considered part of the exhaust components.*"

#### Street Prepared

11. The following new listing, effective immediately upon publication, has been recommended by the SPAC and approved by the SEB:

MINI Cooper S (all except Countryman)                      DSP (#4305)

12. Per the SPAC, the Acura NSX listing in the reorganization proposal was intended to be placed in ASP, not SSP. The correct classing is as follows:

Acura NSX (all) (1990-2005)                                      ASP (#6884)

13. Per the SPAC, the mount between the firewall and transmission on a Subaru, commonly called a "dog bone," would be considered a transmission mount under the SP rules. Therefore Section 15.10.J would apply to changes to this mount. (#7155)

14. Errors and Omissions: The reference to 13.2.H in Section 15.2.J.1 should be updated to reference 13.2.I.1. (#7467)

#### Street Modified

- The SM rules permit the replacement of the bumper cover and fenders (see 16.1.I). The replacement may consist of a one-piece assembly. (#7349)

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | March 1-3, 2012

The RallyCross Board (RXB) met at the National Convention in a split session on March 1 and March 3. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Other attendees were Howard Duncan, Brian Harmer and Sandi Brown 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): Howard Duncan has granted pre-approval from National office for \$350 discretionary travel assistance per Division. A RallyCross program development packet based on the Northeast Division packet and the Solo packet is being developed with the National office assistance; it should be ready for distribution within 3 months. Discussion: Do the current Divisional boundaries fully serve the currently active RallyCross programs? Divisional Stewards should be able to provide quality assistance to the Regional programs, preferably through personal visits. To increase the lines of communication between the RXB and the Divisional RallyCross Stewards, each Divisional Steward will be paired with an RXB member as follows: Ken Cashion – ZB Lorenc; Bob Ricker – Paul Eklund and Dustin Nevenon; Brent Blakely – Charles Wright and Richard Miller; Karl Sealander – Scott Beliveau; Warren Elliott – Aaron Miller and Jayson Woodruff; Ron Foley – Jerry Doctor. Stephen Hyatt suggested developing a RallyCross volunteer incentive program organized through the National office that would discount membership dues through a points system. Such a program could be helpful in growing and encouraging non-competitor involvement. As an incentive to introduce new competitors and grow a RallyCross program, Regions could give a free event entry to any regular competitor that brings a new competitor.
  - b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): The question was raised about whether our methods of classing made sense or not, and if not, is there a better approach. A points system to determine vehicle classing, for example, may avoid having certain vehicles becoming “the car to have” in a particular category. The discussion led to the general sentiment of trying any such changes in an exhibition class first. Discussion: Possibly providing a Tuner Category (previously referred to as Street Modified) as a supplemental or exhibition class in 2012. A rules package would need to be quickly developed for the first National Challenge event. In an effort to make the 2012 RallyCross Rules more user friendly and clear, Article 6.2.D.21 will be moved to 6.2.D.4.c. This will be addressed in a revised edition of the 2012 RallyCross Rules.
  - c. Marketing and Communications Plan—Pathways (Ron Foley): RallyCross needs a new strategy to reach the younger demographic. RallyCross could take advantage of more columns in *SportsCar* magazine than just *On Rallying*. One idea suggested for *SportsCar* content is RallyCross site bios with pictures and technical information from the featured site. There is a big need to find good writers to provide interesting content. Sandi Brown suggested looking for writers outside the RallyCross community. Use of resources outside SCCA, print and otherwise, should also be considered. Marketing resources need to be innovative. Rallycross could initially take advantage of what marketing opportunities the SCCA offers.
  - d. National Program Enhancements (Ken Cashion): The National Supplemental Regulations need to define a DNS (Did Not Start) penalty. A penalty of the slowest time in class/run plus 60 seconds was agreed upon. Is switching cars during competition a problem? Camaraderie within the sport is an important aspect to take into consideration. Possible solution might be to define a penalty for switching cars. The committee will review the clarity of the debeat rule language in the Supplemental Regulations at a later committee meeting.
2. Committee Composition/Recruitment (Warren Elliott): Several names were presented for consideration for the Safety, Rules, Marketing, and Championship committees. The committee chairmen will contact those individuals named to invite their participation on their respective committees.
3. Court of Appeals Selection (Stephen Hyatt): The standing Court of Appeals for 2012 will consist of Stephen Hyatt, Charles Wright, and Tom Nelson. Alternates are Ron Foley, Scott Beliveau, and Eric Genack.

### New Business

1. Year in Review: The RXB reviewed the minutes from the prior year to identify items that may not have received a complete follow-up. Following are those items and their status: Program packet—currently in process; electric cars—currently in rules; protest period—added as a supplemental regulation; marketing and promotional award—videos, website, articles,

etc., which the Marketing committee will address; mandatory regulations—need to be standardized; safety presentation—needed for Safety Steward trainings; safety bulletin dated 2/10/11—should be rereleased on website and forums; incident reports—possible safety bulletin to stress when to submit; merging of RallyCross and Solo Safety steward training—has worked previously and will be stressed by the Safety Committee; proper sanction signatures—needs to be watched for 2012; checking of driver's licenses and memberships at event registration—a need for more registrar training and better connection to National office; minutes posting on Forums—Fastrack currently working in a timely manner.

2. RXB Member Perspective: How are things going? The Convention seminars and meetings have shown things are progressing smoothly. Committees are mostly staffed and are being better utilized.
3. B-Spec Allowance: A press release or tech bulletin to be released announcing that B-Spec cars from Club Racing are allowed to run in RallyCross in the Modified Front Wheel Drive Category (MF). Tire allowances will follow RallyCross Rules for that category.

Next meeting: April 4, 2012

Submitted by Karl Sealander, RXB Secretary

## ROAD RALLY BOARD

### ROAD RALLY BOARD MINUTES | March 2, 2012

The *RoadRally* Board (RRB) met at the SCCA Convention on March 2, 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, Board of Directors Liaison.

#### Proceedings

**1. AZ Rallies:** English reported that she checked the upcoming AZ rallies, and that with the corrections they should be well received.

**2. USRRC: 2012 USRRC:** Due to conflicts, Detroit region has requested a date change to October 19-21; date change approved. We need to post the date change.

**2013 USRRC:** We are actively soliciting proposals for the 2013 USRRC; Eva will post.

**3. Rally Program:** We need to grow the Rally program, but how? The rallies need to be fun, easier, more accessible, easier for non-rally regions to start a rally program; we need to 'sell' the R.E.s that having a rally program is a bridge to other SCCA activities, that it can be used as a recruitment tool, particularly Social Rallies, and that the Mentoring Committee is there to help.

**4. Experienced Based Categories and APP Class:** Both have been posted to the SCCA Forum asking for comments and feedback.

**5. Membership Changes:** Howard reported that the Tiered SCCA membership is still being worked on; trying to determine what will best benefit members.

**6. SCCA Marketing:** SCCA has hired a marketing firm, Trozzolo's, to look at SCCA's marketing and branding; they will be contacting each Program to find out how they can help us.

**7: Rally "Chapters"?** The question came up about what to do if a region is not interested in having a rally program, but there are people who want to do rallies; can a Chapter be formed based on interest, for example at a college or by a car marquee? Howard reported that it would still need the region's approval; he suggested that the 'chapter' put in writing that the region would not be held financially liable; if that doesn't work, have the BOD Area Director talk to the R.E., and if that still doesn't work then contact Howard or Deena who will act as a third party to find out what the problem is.

**8: Web Issues:** Jim talked to Colan, Member Services, about online sanctioning, scoring, points keeping; Colan is developing a program that might work for our needs.

**9. Photo Contest:** Rick Beattie is working on a flyer; Rick is also getting a photo for the cover of the RRRs (the RRRs are ready to be printed, waiting on a cover photo).

**Next meeting** – via conference call, April 3, 2012.

## ROAD RALLY BOARD

### ROAD RALLY BOARD MINUTES | March 3, 2012

A *RoadRally* Town Hall meeting was held at the SCCA Convention on March 3, 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; Steve Harris, Board of Director Liaison.

Chairman Wakemen called the meeting to order at 8:05 am PST.

#### Proceedings

**1. New Members:** Jim introduced new RRB members Clarence Westberg and Rich Bireta.

**2. USRRC:** Need proposals for 2013 USRRC – Bruce Gezon volunteered Chuck Larouere/Steel Cities region; we will follow up on this and any other volunteers.

2012 USRRC, Detroit Region, dates are October 19-21.

**3. APP Class and Experience Categories:** Both have been posted on the SCCA Forum for comments. Rich demonstrated how his APP program works; Bruce Gezon will have an APP class on his National in August, Clarence currently offers an APP class on his rallies; some discussion on where this fits with other classes; we will watch how it is accepted and then make decisions.

**4. From Bruce Gezon:** Where is the RRB headed? What is being done to get newcomers? Bruce says that GTA rallies are good. The RRB needs to focus on regional, not national, events; maybe there should be two separate boards? The RRB needs to convince R.E.s that rally can be done year-round and is something to do when there is no racing. The Mentoring Committee is also there to help.

**5. From Cheryl Babbe:** The RRB should make subcommittees to do the work and then report to the RRB; the RRB agrees that this might be a useful thing to do, and will likely be doing so.

**6. From Scott Beliveau:** What about the Weekend Membership fees at Charity Rallies? For example, he has a car dealer picking up the expenses, but the dealer is not happy about the WM fees. Howard answered that the national office is open to any approach from the RRB to service our needs, build participation, and long term growth; for this particular situation, the WM fees can likely be waived as long as the info (names, addresses, etc) is collected and sent to Member Services

**7. More from Howard:** The BOD is working on tiered memberships and insurance fees; they want to see rally grow because it is an easy entry point and provides ease of membership. They are also working on branding, that the product is backed up by the branding.

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/>