

CLUB RACING BOARD

SCCA Club Racing Board Minutes | May 1, 2012

The Club Racing Board met by teleconference on May 1, 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, Club Racing. Bob Dowie participated as a guest. The following decisions were made:

SUGGESTED RULE FOR 2012

The following subject will be referred to the Board of Directors for approval. If approved in the June 2012 Board of Directors meeting, it will be effective immediately.

GCR

- #8256 (Club Racing Board) Add STL as a National Championship for the 2012 Runoffs

Add STL as a National Championship for the 2012 Runoffs, if approved by the Board of Directors, effective immediately upon approval. STL will run with STU at the Runoffs in 2012.

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.cbcca.com/> or www.clubracingboard.com.

GCR

- #6027 (Terry Ozment) Posting of Results
Change GCR 5.10.1: 5.10.1. Chief of Timing and Scoring

The Chief of Timing and Scoring (Chief of T&S) is responsible for accurately timing and scoring the event, specifically:

- Recruiting, training, assigning, and supervising qualified personnel to time and score the event.
- Providing the Chief Steward and the SOM any times and results they request.
- Maintaining records of official times and lap charts for all competing cars.
- ~~Compiling and publishing the Official Results of all competitions; submitting copies of completed Official Results to the Race Chairman, to the SOM, the organizers, and the SCCA; and submitting complete Official Results (including qualifying) within 5 days to the Divisional Pointskeeper.~~
D. Compiling and publishing the Official Results of all competitions. By the end of the weekend's on-track activities, results must be available for all competitors and officials. These may be Provisional Results, particularly if there are pending protests or actions. (See also 5.10.4.) Results will be submitted to the Race Chairman, the SOM, the organizers, the National or Regional/Series Pointskeeper, and the SCCA. Uploading each session to MyLaps is strongly encouraged. Complete Official Results for a National race must be submitted within 2 days of the end of the event; results for a Regional race must be submitted within 5 days of the event. Every effort should be made to have Official Results ready to distribute by the end of the weekend.

Add to GCR 5.10.4: 5.10.4. Results

- Provisional Results

A lap chart or a printout showing the order of finish and number of laps completed for each car shall be posted and titled as Provisional Results. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and a public address announcement will be made. *When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class).*

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2. Final Results

1. At the expiration of the protest period (30 minutes or the time stated in the Supplemental Regulations), Provisional Results may be considered final if Tech has cleared impound and the Chief Steward and/or SOM have no pending actions. The Final Results should be titled as Final or Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.

2. Official Results will be produced and distributed for a group with pending actions when the Chief Steward or Chairman SOM notifies the Chief of T&S that all actions and appeals are complete. The Chief Steward or Chairman SOM will inform the T&S Chief of any penalties when the group is declared final. The T&S Chief will distribute Final Results to the Race Chairman, the race organizers, the Chairman SOM, the SCCA, and the appropriate Pointskeeper.

Change GCR 3.7.2: 3.7.2. Results

The organizer is responsible to distribute results as follows:

~~A. Printed, photocopied, or electronic Official Race Results sent to the National Office within 5 days of the event.~~

~~B. For National races, 1 printed or photocopied or electronic copy of Official Qualifying Grids and Race Results sent to the appropriate Divisional Pointskeeper(s) within 5 days of the event.~~

~~C. P printed or photocopied Official Race Results available for each entrant at the event; or mailed at the organizer's expense or emailed (at the entrant's option) within 7 days of the event, 7 days of the notification of any protest decision affecting Results, or 7 days of a Court of Appeals decision, whichever is applicable and whichever comes first.~~

2. #6259 (Club Racing Board) Retention of compliant parts in a mechanical protest

Replace all of 8.3.3.F: F. Preserving Evidence

~~All recorded evidence such as technical data, inspectors' reports, or measurements must be forwarded to the Club Office along with the bond. The Chairman SOM must assure that the chain of evidence is not broken by receiving and holding any parts surrendered by their owner for safekeeping pending appeal. The Chairman SOM has the authority to impound parts.~~

~~All impounded parts must be uniquely and identifiably marked when they are removed from the car. The parts must remain under the direct control of a licensed Tech Inspector or Steward until they are returned to the competitor or delivered into the direct control of a courier service for insured and traced shipping to the National Office for inspection; after which the parts will either be retained or returned to the competitor.~~

With: F. Preserving Evidence

1. *Documentation – all recorded evidence, such as technical data, inspectors' reports, or measurements must be forwarded to the Club Office.*
2. *Impounded parts*
 - a. *The Chairman SOM is authorized to impound parts.*
 - b. *The Chairman SOM must assure that the chain of evidence is not broken.*
 - i. *All impounded parts must be uniquely and identifiably marked when they are removed from the car.*
 - ii. *All impounded parts must remain under the direct control of a licensed Tech Inspector or Steward until they are returned to the competitor or are delivered by a licensed Tech Inspector or Steward into the direct control of a courier service for insured and traced shipping for third-party inspection.*
 - c. *At an event, components may be returned to the protestee under the following conditions without either party losing the right to appeal.*
 - i. *Both parties must agree in writing to the following:*
 1. *The official measuring the part(s) is qualified.*
 2. *The proper tool(s) was (were) properly used to take the measurement(s).*
 3. *The measurements as documented are not contested.*
 4. *The three items above are not subject to appeal.*
 - ii. *Parts found non-compliant*
 1. *Will be marked as such.*
 2. *Will be retained by the SCCA.*
 3. *May be the subject of appeal.*

3. #7532 (Janet Farwell) Correction to Appendix C. Licensing Minors GCR 1.4.B.1

The National staff requested this modification to Appendix C Licensing Minors GCR - 1.4.B.1., as follows: Change Appendix C,

1.4.B.1.: 1. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually *every two years* until the Minor achieves the age of majority in his state.

4. #7640 (SCCA Staff) Add Language that will allow delegating of signing off on logbook
Change GCR 5.9.2.B: B. Minimum Event Safety Inspection/*Logbook*-Tech Sticker

Following the Annual Technical Inspection, minimum inspection for each event requires reviewing of the current Vehicle Logbook *and signing off the logbook page for the event*. If it is in order, a Tech sticker is issued. *The Chief of Tech may delegate signing the logbook page and issuing the Tech sticker to any worker holding a current Regional Tech license or above*. The driver's safety equipment does not need to be re-inspected.

5. #8171 (GCR Committee) 2.4. - 2.6. Modification

Please replace GCR 2.6 through 2.6 in its entirety:

~~2.4. EXECUTIVE STEWARD'S DRIVER OR OFFICIAL REVIEW~~

~~A driver's or official's Divisional Executive Steward may name and convene a committee to review the individual's conduct, car legality, competition record, and / or other matters. The committee has the authority to invoke penalties as specified in Section 7, and may also suspend any license, or may return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision as specified in 8.4.~~

~~2.5. CRB'S OFFICIAL REVIEW~~

~~The license of any official may be suspended by the CRB, if in their view his actions are contrary to the best interest of the SCCA. A license may be suspended for a period of time specified by the CRB, or it may be revoked permanently. License revocation by the CRB may be appealed to the SCCA Board of Directors.~~

~~2.6. OFFICIAL'S DOWNGRADE OR LOSS OF LICENSE~~

~~2.6.1. The license of any official may be downgraded at any time for non- or under-participation, conduct violating the GCR, actions contrary to the best interest of the SCCA, or inability to perform satisfactorily at the current license grade.~~

~~2.6.2. The license of any official may not be renewed for non- or under-participation, conduct violating the GCR, or actions contrary to the best interest of the SCCA.~~

With:

2.4. DIVISIONAL ADMINISTRATOR AND EXECUTIVE STEWARD LICENSING AUTHORITY AND MEMBER RIGHTS

2.4.1. Divisional Administrators and Executive Stewards manage licenses in their respective specialties for their Divisions. They may downgrade, refuse to upgrade, suspend, or not renew the license of any official for non- or under-participation, conduct violating the GCR, actions contrary to the best interests of the SCCA, or inability to perform satisfactorily at the current license grade.

2.4.2. Any official subject to a license action as described in Sections 2.4.1. may request a review of the license action.

A. Request:

- 1. Must be made to the official's Executive Steward in writing.*
- 2. Must be made within ten days of the license action.*

B. Review Management:

- 1. Non-steward Licenses - the member's Executive Steward.*
- 2. Steward licenses - the Chairman of the Stewards' Program*

C. Review Committee:

- 1. Will be established by the Executive Steward or the Chairman of the Stewards' Program according to Section 2.6.*
- 2. Will be conducted in accordance with the Stewards' Manual guidelines.*
- 3. May uphold, modify, or overturn the license action.*

D. Appeal:

- 1. Parties have the right to appeal the decision of the Review Committee to the Court of Appeals, per Section 8.4.*

2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW

A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters. The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

2.6. REVIEW COMMITTEE MEMBERS CONFLICTS OF INTEREST

Members of review committees created under Sections 2.4. and 2.5. may not have any significant conflicts of interest or ties to any of the parties. Members will be subject to the restrictions of 2.2.4.C., and may not have any other significant conflicts of interest with any of the parties. Reviews will be conducted in accordance with the Stewards Manual guidelines.

2.7. CRB OFFICIAL REVIEW

The license of any official may be suspended by the CRB, if in their view his actions are contrary to the best interest of the SCCA. A license may be suspended for a period of time specified by the CRB, or it may be revoked permanently. A license action by the CRB under this section may be appealed per 2.4.2.D.

Also, change 8.4.1: 8.4.1 Right to Appeal

Any participant or organization named as a party to a protest, a Chief Steward's RFA; *or any member named as a party in a Review Committee*, has the right to appeal a decision or penalty imposed upon him or it by the SOM or Review Committee. *The Chief Steward of an event has the right to appeal any decision or penalty imposed.*

The CRB, further requests that the BoD review and determine to either accept the reworded last sentence in the new section 2.7 above or to replace it with the original last sentence wording currently in GCR 2.5: *License revocation by the CRB may be appealed to the SCCA Board of Directors.*

Formula/Sports Racer

None.

Grand Touring

None.

Super Touring

ST

1. #7824 (Marc Hoover) vortex generators

Thank you for your letter. Change 9.1.4.D.2.b as follows: b. Factory wings, and spoilers, *and roof vortex generators* are permitted, but must be removed if an approved aftermarket wing is installed.

Improved Touring

IT

1. #4220 (Tom Lamb) Evaporative Emissions Rules for Improved Touring

Thank you for your letter. Add new section: 9.1.3.D.1.b.1.: *1. Fuel system evaporative emissions systems may be removed or replaced. Use or addition of rollover spill protection (i.e. check valve) is required.*

2. #4407 (Chris Schaafsma) Allow removal of non-functional wiring

Change 9.1.3.D.10: 10.1. Safety (note that sections, a, b, c, d, should follow with the new Safety location). Insert: 9.1.3.D.10 *10. Electrical*; 9.1.3.D.10.a: *a. Wiring specific to any component permitted to be removed, or disabled, may be removed. Required wiring rendered redundant by allowed modifications (i.e. engine management harness) must remain.*

Production

None.

American Sedan

None.

Showroom Stock

None.

Spec Miata

None.

Touring

None.

WHAT DO YOU THINK?**Formula/Sports Racer****FA**

1. #7851 (Keith Grant) FA Engine Table WDYT

The CRB is considering removing the current FA engine table from the GCR effective January 1, 2013. The CRB believes the adoption of the engine table several years ago has created too many engine combinations that cannot be easily regulated to maintain parity within the class.

We have heard a number of complaints where drivers are concerned about the significant torque and horsepower numbers that are being produced from several of the engine combinations and the disparity and uncertainty that this brings to the class. Furthermore, drivers are concerned about the potential horsepower and torque that can be produced from other current engine configurations that have not been developed.

Under the current table, drivers can build and design their own blocks and heads from scratch without starting with an OEM part, and the CRB does not believe this is in the best interest of the class. If the table is eliminated, then the CRB is recommending that a new table be created specifying each specific engine/SIR/weight combination that will be allowed in the class.

The engines would be based on OEM blocks and heads unless specifically noted otherwise within the table. The Toyota 4ag 1600cc and the Swift .016a would automatically be added to the new table. Any additional engines would have to be approved by the CRB prior to January 1, 2013 in order to be eligible for the 2013 season. In order to have an engine/SIR/weight combination approved, a proposal must be submitted to the CRB prior to August 2012.

The proposal must include a minimum of the following information: engine manufacturer and engine size, dyno sheets showing horsepower and torque curves, and on track test data taken from the onboard data system showing speeds from both the proposed engine and a Toyota 4ag.

The CRB does not intend to eliminate any engines that are currently running in FA, but they believe that it is imperative to thoroughly review every engine/SIR/weight combination prior to approving it for the 2013 engine table. The CRB is seeking member input on this issue. Please comment if you are in favor or against this proposal.

MEMBER ADVISORIES

None.

NOT APPROVED BY THE CRB**GCR**

1. #7452 (Al Wicht) define: "last completely scored lap"

Thank you for your letter. The rule regarding last completely scored lap is adequate as written.

2. #7591 (Stephen Hyatt) That the CRB appoint National Advisor in Emergency Services.

Thank you for your recommendation. The CRB does not see the necessity for such a position at this time.

3. #7830 (Richard Templeton) Rule clarification

Thank you for your recommendation, however, a mandatory penalty for refusing impound inspection is arbitrary and limiting, when there are already both RFA and CSA options available to the Chief Steward.

Formula/Sports Racer**F5**

1. #7466 (H. Cory McLeod) Opposition to longer wheelbase in F500

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective 4/1/2012.

FB

1. #7807 (Robert Laverty) Align SCCA Club ECU rules to SCCA Pro rules

Thank you for your request. The CRB has no plans to allow anything other than the OEM ECU in FB and has no plans to align Club Racing and SCCA Pro rules for FB.

Grand Touring

GT

1. #7729 (Rick Ricker) Objection to change GTCS #7509 Add to 9.1.2.F.4.i.5.E

Thank you for your letter. The CRB has no plans to introduce newer intake technologies into GT at this time.

GT3

1. #7708 (Joe Kristensen) Weight reduction for stock transmissions

Thank you for your letter. The CRB has no plans to provide a weight reduction for stock transmissions. Transmission rules are adequate as written.

GTL

1. #7687 (Kyle Disque) Ban non ferrous springs

Thank you for your request. The CRB reviewed your concerns and do not see a need to restrict this technology.

Super Touring

ST

1. #8127 (Evan Webb) Make cars from 1980-on eligible for ST

Thank you for your submission. This is not recommended at this time. The philosophy of ST doesn't allow cars older than 1985.

STU

1. #8029 (Robert Frost) BMW 1M homologation

Thank you for your inquiry. The chassis would be legal for STU, but the engine would not. Twin turbos are not allowed. You may choose an alternate engine that meets STU regulations in the chassis.

STL

1. #7823 (Rod Dykhouse) Weight reduction

Thank you for your request. All STL cars received a weight increases in 2012 and are equally affected. The CRB is currently monitoring the situation and has no plans at this time for adjustments.

Improved Touring

IT

1. #4229 (Dave Gran) Multivalve Adder

Thank you for your letter. The CRB will continue to include the multi-valve adder in the IT process calculation. However, if you have a specific car that needs an additional review, the CRB will entertain such a review to determine if the use of the adder is correct for that car.

2. #5335 (Stephen Blethen) Dual Car classification

Thank you for your letter. Please see letter #5331.

3. #5434 (Charles O'Toole) Clarify update / Backdate allowance

Thank you for your input. The CRB believes the rule is adequate as written.

4. #7542 (Patrick Womack) Classification request for Z3 M Roadster

Thank you for your letter. This vehicles performance exceeds any current class in IT. Please consider other classes like ST.

ITA

1. #3307 (Mark Andy) Re-examine weight 95-99 Dodge Neon SOHC

Thank you for your letter. The CRB will continue to monitor this vehicle's performance; however, at this time, there is no need for a weight change.

2. #5331 (David Spinnett) Concern with reclassification to IT/B

Thank you for your request. The CRB has no future plans to dual class cars in IT.

3. #7355 (Jesse Prather) Rear ends 1.6 Miata

Thank you for your request. This change is not consistent with IT philosophy.

4. #7356 (Jesse Prather) Rear ends 1.6 Miata

Thank you for your letter. Please see letter #7355.

Production

HP

1. #7566 (Mark Brakke) Equal weight/ cc for similar cars

Thank you for your request. There are differences between the involved cars that bear on their performance potential. One

example is the higher valve lift for the Mini. A possible approach would be to reduce the weight and the valve lift for the Mini. However, this may negatively impact competitors that are already developing the Mini based on the current listed valve lift. It is critical that the Mini be campaigned so its true potential can be observed. If at that time it is apparent the car has too high a minimum weight, adjustments can be made.

American Sedan

None.

Showroom Stock

SSC

1. #7794 (Mark McCaughey) Add 15% restrictor and remove 85lbs to V-6 Tiburon

Thank you for your input. The CRB does not feel weight and restrictor changes are required for this car at this time. However, the CRB will continue to monitor the car's performance.

Spec Miata

None.

Touring

None.

PREVIOUSLY ADDRESSED

Grand Touring

GT

1. #7730 (Mark Ward) RE: Letter 7202

Thank you for your letter. Please see the April 2012 Fastrack page 11 (Member Advisory) that explains the CRB philosophy for GT. Your original letter #7202 was one of the 23 letters received and considered in establishing that philosophy.

NO ACTION REQUIRED

GCR

1. #5214 (Jeremy Lucas) Open Hoods for Impound

Thank you for your suggestion. Per the GCR, the Chief Steward has the authority to request that Tech include this in their event Technical Inspection Plan. You are encouraged to contact your local Steward team with this suggestion.

2. #7519 (Padraic Garrety) Removable roll cage door bars

Thank you for your letter. Removable bars that meet the requirements of GCR 9.4.G.7.a are compliant.

3. #7584 (John Haydon) Driver Restraint Harness "Common Release" clarification

Thank you for your question. Sternum latches do not comply with 9.3.19.C.

4. #7630 (Hal Williams) Lug nut thread engagement

Thank you for your request. It is the responsibility of the driver/entrant to ensure that all fasteners are adequate for the application.

5. #7648 (Peter Villaume) National Administrator for Emergency Services

Thank you for your recommendation. Please see letter #7591.

6. #7650 (Tracy Hyatt) Replacement of National Admin. for Emergency Services

Thank you for your recommendation. Please see letter #7591.

7. #7659 (Richard Nester) National Administrator for Emergency Services

Thank you for your recommendation. Please see letter #7591. Also, thank you for your suggestion regarding the pace car. Please see GCR 6.6.1, which is adequate as written.

8. #7719 (Bill Dormandy) GCR proposed change # 7627

Thank you for this recommendation. The rule is adequate as written.

9. #7724 (Mat Cutter) class consolidation

Thank you for your letter and your efforts. The CRB appreciates your thoughtful and articulate comments. These comments will be forwarded to the Board of Directors.

Formula/Sports Racer

F

1. #7493 (Michael Signore) Comments on #6901 F600 Revised rules

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective

4/1/2012.

F5

1. #7308 (Jack Walbran) Comment on Proposal # 6901

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective 4/1/2012.

2. #7456 (Robert Christensen) longer wheelbase f500-600

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective 4/1/2012.

3. #7458 (Herb Noble) 90 inch wheelbase in F500

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective 4/1/2012.

4. #7486 (William Smeal) opposition of letter #7156

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective 4/1/2012.

5. #7496 (Chuck McAbee) Request 7156 by S Jay Novak -oppose increased wheelbase for F5 &

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective 4/1/2012.

6. #7569 (S. Jay Novak) please approve F600

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective 4/1/2012.

7. #7585 (Jim Murphy) 90" Wheelbase

Thank you for your input. Letter #6901, February 2012 Fastrack, was approved by the BoD in March, and became effective 4/1/2012.

FC

1. #7752 (Bill Lyon) Request info on head/Cam combinations.

Thank you for your letter. The CRB does not make engine recommendations to competitors. We understand your desire to use the best components however approved part combinations for what you are looking for would have demonstrated parity and not performance advantage.

Grand Touring

GT2

1. #7771 (Kevin Clower) Eligibility

Thank you for your letter. Currently there is one BMW 3.0L engine classified in GT2. If this is not the same engine that you are requesting you may send the specs and request classification of your particular engine. To answer your second question, your car may be eligible to run in Regional classes such as SPO (Race tires) or ITE (DOT Race tires). Please check with your region.

Super Touring

ST

1. #8076 (Steven Simpson) open engine pulley size and composition for ST

Thank you for your request. Please see letter #7959 (Technical Bulletin).

2. #8143 (Evan Webb) STL/STU rules clarification

Thank you for your inquiry. While we recognize that the full range of Sciroccos from 1974-1988 were considered by Volkswagen to be "A1" chassis, there is a clear and distinctive re-design in body style - thus model - for 1982. This change was generally recognized as the "Mark 2 Scirocco". As such, the CRB considers this to be a model change, thus making earlier "Mark 1" not eligible for Super Touring.

STO

1. #6769 (JOHN SLINKARD) Allow a turbo for the S2000.

Thank you for your letter. Turbochargers may be added to a non-turbo engine on a case by case basis. Requestor must provide engine and turbocharger specifics, including part numbers, before they will be considered.

STU

1. #6838 (Peter Keane) Allow turbo to be added to the SR20

Non U. S. spec, generally available, engines will be considered on a case by case basis for all ST classes for 2013.

2. #7060 (Scott Peterson) Clarification of STU specific suspension rules/allowances

Thank you for your analysis. The CRB believes the rule is adequate as written.

3. #7855 (Ian Stewart) Request Clarification on Body/frame Prep in ST

Thank you for your request. The rule is adequate as written.

4. #8075 (Steven Simpson) allow SFI approved engine dampeners in ST

Thank you for your request. Please see letter #7959 (Technical Bulletin).

STL

1. #7085 (ST Committee) Clarify suspension reinforcement for STL

Thank you for your request; however, it is not consistent with STL class philosophy. Super Touring Light (by philosophy) intentionally offers "a lower level of allowed modifications compared to STU and STO." The regulations lean more toward Improved Touring in terms of suspension. As such, the CRB feels that allowing "reinforcements" of attachment points is not within the philosophy of the class and likely will lead to unintended modifications such as reinforcements over and above that needed for basic dependability and/or significant and undetectable moving of pickup points.

Improved Touring

None.

Production

HP

1. #7768 (Mark Brakke) Reduce weight of 2007 Mini Cooper to 1.27 lbs/cc.

Thank you for your request. Please see letter #7566.

2. #7772 (Mark Brakke) Reduce race weight of 2007 Mini Cooper

Thank you for your letter. Please see letter #7566.

American Sedan

None.

Showroom Stock

SS

1. #7793 (Mark McCaughey) Expose SSC plans for 2013.

Thank you for your request. Initial spec lines for 2012 Touring Classes 1 through 4 were published in the May 2012 Fastrack. As additional modifications to those spec lines become available, they will be presented for member input.

SSB

1. #7791 (Mark McCaughey) Allow Alternate Shocks for Celica GTS.

Thank you for your request. There is consideration for this item as part of the package for the 2013 Touring class restructuring ruleset.

2. #7792 (Mark McCaughey) Allow negative camber for the Celica GTS.

Thank you for your request. There is consideration for this item as part of the package for the 2013 Touring class restructuring ruleset.

Spec Miata

None.

Touring

T2

1. #7711 (Matt Samojedny) Add H&R sway Bars for E92 M3

Thank you for your request. There is consideration for this item as part of the package for the 2013 Touring class restructuring ruleset.

2. #7742 (Matt Samojedny) Add Upgraded brakes for 2012 Season E92 M3

Thank you for your request. There is consideration for this item as part of the package for the 2013 Touring class restructuring ruleset.

3. #7760 (John Tecce) Approve the current T2 996 Porsche spec for the 2010 Cayman S.

Due to the timing of your request, this isn't possible for 2012. Thank you for your request. There is consideration for this item as part of the package for the 2013 Touring class restructuring ruleset.

T3

1. #7710 (Tim Myers) Request Brembo brake kit

Thank you for your request. There is consideration for this item as part of the package for the 2013 Touring class restructuring ruleset.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2012
 NUMBER: TB 12-06
 FROM: Club Racing Board
 TO: Competitors, Stewards, and Scrutineers
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 6/1/2012 unless otherwise noted.

GCR

None.

Formula/Sports Racer

FA

1. #7850 (Keith Grant) FA Engine Table

Make the following changes to Table 1 and Table E:

Table 1						
Spec Line	Engine Series	Max. Displ. (cc)	Max Valves/Cyl	Notes	Req'd Restrictor	Min Weight
C	4 Cylinder 4 Cycle	1615	4		n/a	1230 1200

Table E					
Spec Line	Maximum Displacement (cc)	Maximum Compression Ratio	Max SIR (mm) / Min. Weight	Max SIR (mm) / Min. Weight	Max SIR (mm) / Min. Weight
E1	1800	11:01	32/1155	33/1230	34/1305
E2	1800	Unrestricted	30/1155 1205	31/1230 1270	32/1305 1345
E3	2000	10:01	32/1180	33/1255	34/1330
E4	2000	Unrestricted	30/1180 1265	31/1255 1330	32/1330 1405
E5	2300	9:01	31/1205	32/1280	33/1355
E6	2300	Unrestricted	29/1205 1335	30/1280 1410	31/1355 1475
E7	2500	9:01	31/1230	32/1305	33/1380
E8	2500	Unrestricted	29/1230 1400	30/1305 1475	31/1380 1540

Add the following to the bottom of Table E:

The following additional notes apply to all engine spec lines in this table:

Note 1 Sequential transmission Add 25 lbs

Note 2 Fuel injected motors (except Volkswagen) Add 25 lbs

Note 3 Non-metallic Chassis Add 25 lbs

F5

1. #7767 (Charles McAbee) Change Rotax sleeves effective date.

Effective immediately, add a new section 9.1.1. E.14.K as follows:

“The following aftermarket replacement cylinder sleeves manufactured by Los Angeles Sleeve of Santa Fe Springs, CA are for the Rotax 493 and 494 respectively:

Rotax 493: FL-1286 (69.5mm)

Rotax 494: FL-1224 (69.5mm)

Note: the appearance of the port is machined as opposed to the as-cast port of the OEM sleeve and the sleeves are machined to size after installation in the cylinder casting.”

Grand Touring

GT2

1. #7733 (Bill Davis) Update/Add EcoTec Engines

In the GT2 Pontiac engine table, LE5, change the name as follows:
~~LE5~~ *EcoTec*

In the GT2 Pontiac engine table, add a new engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>EcoTec</i>	<i>DOHC</i>	<i>88.9 x 94.6</i>	<i>2349</i>	<i>Alum. Crossflow</i>	<i>4</i>		<i>2080</i>	<i>GM racing block #XGB615 and cylinder head#XGBH614 allowed</i>

Improved Touring

ITS

- #6654 (Andy Bettencourt) Revision of weight for S13 and S14 ITS 240SX's
 In ITS, Nissan 240-SX/S13 (91-94), change the weight as follows: ~~2650~~ *2600*
 In ITS, Nissan 240-SX/S14 (95-98), change the weight as follows: ~~2650~~ *2600*

ITA

- #7633 (Christopher Childs) Increase weight of 1.8 ITA Miata
 In ITA, Mazda MX-5 / Miata includes R (94-97), change the weight as follows: ~~2380~~ *2460*

Production

- #8166 (Prod Committee) Add throttle body dimensions to spec. pages

On cars using fuel injection the throttle body bore size should be added to the vehicle specifications. A listing of bore sizes determined to date is attached. On vehicles without a bore size specified the entry should indicate "stock throttle body inside diameter"

EP				
Manufacturer	Model	Years	Primary	Secondary
Acura	Integra	86-89	55 mm	
	Integra GSR	94-00	60 mm	
	Integra Type-R	97-00	62 mm	
Alfa Romeo	Alfetta GT	75-79		
	GTV	2000		
	GTV-6	81-86		
	Spider			
BMW	2002/2002tii			
	318i/320			
	Z3 1.9 litre			
	Z3 2.5 Litre			
	Z3 2.8 Litre			
	325i/is	84-91		
	318is	91		
	318is E36	92-95		
Chevrolet	Cavalier 2.0	82-87		
Dodge	Neon	95-99		
	Neon ACR	01-02		
	Omni GLH 2.2 litre			
	Shelby Charger/ Omni O24	83-84		
Fiat	124 Spider 1.6 and 2.0			
Ford	Escort 1.9	85-87		
	Probe	93-97		
Honda	<i>Civic Del Sol Si</i>	<i>93-94</i>	<i>56 mm</i>	
	<i>Civic Si</i>	<i>99-00</i>	<i>60 mm</i>	
	<i>S2000</i>	<i>00-08</i>	<i>62 mm</i>	

	Prelude Si		60 mm	
	Prelude Si VTEC	93	60 mm	
Hyundai	Tiburon FX 2.0	97-98		
Caterham/Lotus	7			
lotus	Elise			
Mazda	Miata 1.6			
	Miata 1.8	94-97		
	Miata 1.8	99-02		
	MX-5	06-09		
	Protégé ES	01-03		
	RX-7 12A			
	RX-7 13B			
	RX-8			
Mercedes	190E 2.3	84-93		
Mercury	Capri 2.3	79-86		
Nissan	200-SX S10	77-79		
	200-SX SE-R			
	240-SX S13/S14	91-98		
	NX-2000			
	Senta SE-R	90-94		
	HL510	78-81		
Pontiac	Fiero 2.8	85-88		
	Solstice	06-09		
Porsche	944/924S 2.5 2V	83-88		
	944S	87-88		
Saturn	Sky	07-09		
Toyota	Celica II 2.4	81-82		
	Celica 2.4	83-85		
	Corolla GTS (4AG)	84-89		
	MR-2			
	Supra	82-85		
Volkswagen	Golf GTI 16V	87-88	35mm	52 mm
Volvo	P1800			

FP					
Manufacturer	Model	Years	Primary	Secondary	Alternate
Acura	Integra 1600	86-89	55 mm		
	Integra	90-93	58 mm		
	Integra LS	95-01	60 mm		
Alfa Romeo	Alfetta GT and Sedan	75-79			
	GTV 1750	67-72	34 mm restrictor		
	GTV and Berlina	72-74			
	Spider	72-89			
BMW	2002tii				

Dodge	Shelby Charger/ Omni 024	83-84			
Honda	Civic/Civic Si	84-87	33 mm	42 mm	
	Civic 1.5 litre	88-91	42 mm		
	Civic Del Sol		60 mm		
	Civic Si	88-91	55 mm		
	Civic Si	92-95	56 mm		
	Civic EX VTEC SOHC	92-95	56 mm		
	CRX 1.5 litre	88-91	33 mm	42 mm	
	CRX/ CRX Si	84-87	42 mm		
	CRX Si	88-91	55 mm		
	Prelude	84-87	not carbureted		
Mazda	626				
	GLC 323				
	Miata 1.6 litre				
Mercury	Capri 1.6 litre	91-94			
Opel	GT				
	Manta				
	1900				
Porsche	924				
Saab	900				
Saturn	SL2/SC/SC2				
Suzuki	Swift GT				52 mm
Toyota	MR-2 1.6 litre	85-89			
Volkswagen	Golf 1.8 litre	85-92	35 mm	52 mm	
	Golf III				
	Jetta	82-84	35 mm	52 mm	
	Jetta 1.8 litre	85-92	35 mm	52 mm	
	Rabbit 1457/1472		35 mm	44 mm	35/52 mm
	Rabbit 1588		35 mm	44 mm	35/52 mm
	Rabbit 1715/1780		35 mm	52 mm	
	Scirocco 1588		35 mm	44 mm	35/52 mm
	Scirocco 1457/1471		35 mm	44 mm	35/52 mm
Volvo	P1800				
	142				

HP				
Manufacturer	Model	Years	Primary	Secondary
Fiat	X-1/9 1500			
Ford	Festiva	88-93		
Honda	Civic/ Civic Si	84-87	33 mm	42 mm
	Civic 1.5 litre	88-91	42 mm	
	CRX/ CRX Si	84-87	33 mm	42 mm
	CRX 1.5 litre	88-91	42 mm	
	Fit	07-09	45 mm	
Mini	Cooper	02-06		

Porsche	914-4			
Renault	Alliance 1.4 litre			
	Alliance 1.7 litre			
Suzuki	Swift 1.3 Litre	89-94		
Toyota	Yaris	06-09		
Volkswagen	Golf GTI, GT, GL 1780		35 mm	52 mm
	Jetta 1780	85-91	35 mm	52 mm
	Rabbit 1780 Cabriolet		35 mm	52 mm
	Rabbit 1588		35 mm	44 mm
	Rabbit 1715	81-84	35 mm	44 mm
	Rabbit GTI 1780	83-84	35 mm	52 mm
	Scirocco 1457/1471		35 mm	44 mm
	Scirocco 1588		35 mm	44 mm
	Scirocco 1715	81-84	35 mm	44 mm
	Scirocco 1780 8V	83-88	35 mm	52 mm

EP

1. #8165 (Prod Committee) reduction of EP weights

Reduce weights of the following EP cars:

Honda S2000 (00-03) ~~2520~~ *~~2583~~ **~~2646~~ **2450 *2511 **2573**
Honda S2000 (04-09) ~~2580~~ *~~2645~~ **~~2709~~ **2510 *2573 **2636**
Porsche Boxster (97-99) ~~2650~~ *~~2716~~ **~~2783~~ **2555 *2619 **2683**
Porsche Boxster (00-04) ~~2850~~ *~~2921~~ **~~2993~~ **2700 *2768 **2835**
Pontiac Solstice (06-09) ~~2620~~ *~~2686~~ **~~2751~~ **2500 *2563 **2625**
Saturn Sky (07-09) ~~2620~~ *~~2686~~ **~~2751~~ **2500 *2563 **2625**
Porsche 944S (87-88) ~~2600~~ *~~2665~~ **~~2730~~ **2550 *2614 **2678**

FP

1. #7826 (Toby Larsson) Class the 94-99 Celica (non GT) in FP

In FP, classify the 94-99 Toyota Celica as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Toyota Celica 94-99</i>	2	2150 * 2204 ** 2258	4Cyl. DOHC	81x85.5 3.19/3.37	1762	Iron	Alum	(I) 32/1.26 (E) 27/1.06	Fuel injection	2540 100	1626/1605 64/63.2

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Toyota Celica 04-99</i>	15x7	5	(F) 253 vented (R) 200 Drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".

HP

1. #7834 (Neil Verity) Reduce the weight for the HP MGB.

In HP, level 2 MGB and MGB-GT, change the weight as follows: ~~2100~~* ~~2153~~** ~~2205~~ **2050 *2101 **2153**

Super Touring

STO

1. #7795 (George Cichon) Porsche 996 Turbo Spec Line Request

Create spec line under STO:

Porsche 996 Turbo AWD @ 3,050 pounds

Intercooler:

ERP Intercooler kit complete with all ducting and components #ERP.DP996TT.1055.S

Body:

L.F. fender #ERP.996.031

R.F. fender #ERP.996.032

Front bumper #ERP.996.311

Front splitter 2" #ERP.996.345

Rear bumper #ERP.996.211

Engine:

Intake manifold R&L #997.110.619.90
Intake manifold center #997.110.120.53
Throttle body - single #997.110.039.93
Cylinder heads (non Vanos) #996.104.012.94
Intake cams #996.105.235.92 (0.484 lift)
Exhaust cams #996.105.245.90 (0.440 lift)
Cam housing R. (non Vanos) #996.105.040.91
Cam housing L. (non Vanos) #996.105.039.91
Garrett GT28 turbo chargers
2 - 44 mm TIRs

In STO, Porsche 996/997TT (3265 lbs.), change the restrictor as follows: ~~(2) 32mm TIRs~~ (2) 44mm TIRs

2. #8178 (ST Committee) Reduce Viper restrictor size

In STO, Dodge Viper, incl Comp Coupe, ACR/ACR-X, reduce the 8300cc and 8400cc spec lines as follows: ~~(2) 55mm flat plates~~ (2) 53mm flat plates (8400cc with 60mm plates is unchanged)

ST

1. #7854 (Ian Stewart) Clarification on Fender modifications

Add new section 9.1.4.C.10 as follows:

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

2. #7959 (Greg Amy) E&O: Allow Alternate Pulleys

Clarify engine pulley usage by adding section 9.1.4.G.21 as follows:

"Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys."

STL

1. #7654 (David Heinz) OEM Braking System Replacement Clarification

Errors and Omissions clarification.

Strike as follows from main regs, 9.1.4.O, Brakes:

~~1. ... Original equipment master cylinders and pedals may be replaced. ...~~

~~7. Power assisted braking systems are permitted.~~

~~8. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.~~

~~9. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:~~

~~a. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.~~

~~b. Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre-loaded spring.~~

Replace 9.1.4.O.1:

~~4. Aftermarket brake proportioning valves are permitted.~~

...with:

1. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type.

Edit 9.1.4.O.10:

~~10. Brake calipers may be OEM or aftermarket.~~ *When any allowed alternate calipers are used, calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation.*

Insert as last item number:

13. See individual class regulations for further restrictions/allowances.

Delete 9.1.4.1.H.3 (STO) as redundant to 9.1.4.O.5:

~~3. Brake duct water spray cooling systems are permitted.~~

Add to both 9.1.4.1.H (STO) and 9.1.4.2.G (STU):

3. Original equipment master cylinders and pedals may be replaced.
4. Power assisted braking systems are permitted.
5. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.
6. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:
 - a. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
 - b. Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre-loaded spring.

Standardize format on 9.1.4.3.G (STL) and add master cylinder allowance:

1. *Unless otherwise allowed in these regulations, all OEM brake system components must be used.*
2. *Rotors - The standard production rotors or any 1- or 2-piece ferrous rotors that do not exceed 290mm in diameter and 28mm in thickness are permitted.*
3. *Calipers - The standard production calipers or any 4-piston or fewer calipers may be used.*
4. *Any alternate OEM master cylinder and/or booster are allowed, as long no modifications are done to any other component for installation.*
5. *Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.*

2. #8202 (david mead) clarification of STL

In section 9.1.4.3.I.2, Classify the ITA and ITS RX7 in STL by adding the following language to the end of the paragraph: *“ITA and ITS RX7 can compete in STL at their listed IT weights.”*

American Sedan

None.

Spec Miata

None.

Touring/Showroom Stock

T1

1. #7815 (SCCA Staff) Clarify T1 C6 Corvette Spec Line

In T1, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12), clarify the brake weights by making the following changes:

T1	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12)	101.68 x 92.0 5967 (LS2) 103.26 x 92.0 6162 (LS3)	2685	18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)	315/35 max. (F&R) or 315/35 max (F) 345/35 max (R) Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Max. camber: (F) -3.5 (R) -2.5 with GM T1 Performance Suspension package.	2.66, 1.78, 1.30, 1.00, 0.74, 0.50, or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. LS2 may use Grand Sport brake package. Any brake-caliper-pistons allowed. May use any four-piston-brake-caliper-and-brackets-with-a-50-pound-weight-increase. Z06-brake-calipers-allowed.	LS2: 3180 LS3: 3450 Add 50 lbs. for larger wheels and/or tires <i>May use any four piston brake caliper and brackets with a 50 pound weight increase.</i>	C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. The max. tire sizes supersede TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; GM radiator baffle # 25953429 (LS3 only); fan shroud, Phoenix part # 1005422; Canton Accusump part # CA24006 or # CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets; 180 degree thermostat Hypertech # 1015; Lingenfelter Performance Engineering #L310055204 thermostat (LS2 only); HD oil pressure shim Phoenix part # 1005421. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permitted; the following parts are included: mount w/tensioner and spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001. The oil tank for either system shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hardware must be used. Alternate wheel bearings SKF Part # BAR 5049C permitted. Entire parking brake assembly (including interior lever) may be removed. <i>Any brake caliper pistons allowed. Z06 brake calipers allowed.</i>

T2

1. #7516 (Matt Samojedny) Reduce weight of E92 BMW by 100lbs.

In T2, BMW E92 M3 (08-12), change the spec line as follows:

Weight: ~~3700~~ **3500**

Add to the Notes: *55mm restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.*

2. #7721 (Cheyne Daggett) Correct Alternate Driveshaft Weight T2 Mustang V6

In T2, Ford Mustang V6 (11-12), change the alternate driveshaft weight as follows: ~~3525~~ **3425**

3. #7817 (John Tecce) Allow the Factory Cayman S Paddle Shift.

In T2, Porsche Caymen S (2010), add to the notes as follows: *"Porsche DCT permitted at a +75lb weight penalty."*

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

David Lempert vs. SOM COA Ref. No. 12-05-SE

May 1, 2012

FACTS IN BRIEF

At the conclusion of Race Group 2 on April 1, 2012 at the Double SARRC Regional at Palm Beach International Raceway, ITR #77 driven by David Lempert was observed in impound to have non-compliant shock absorbers.

Scrutineer Timothy Lee reported that the shock absorbers had remote reservoirs in violation of 2012 GCR 9.1.3.5.b.1. Chief Steward (CS) John Edridge examined the shock absorbers, verified the report, and filed a Chief Steward's Action (CSA) disqualifying #77. Mr. Lempert protested the penalty as being excessive and not in accordance with published 2012 Standard Penalty Guidelines.

The Stewards of the Meeting (SOM), Norm Esau and Sandy Jung, Chairman, held a hearing, heard witnesses, and disallowed Mr. Lempert's protest. He is appealing that decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Hoffman, Rick Mitchell, and Michael West, Chairman, met on April 18 and 25, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from David Lempert and related documents, received April 9, 2012.
2. Official Observers Report and related documents, received April 19, 2012.
3. E-mail statement from John Edridge (CS), received April 19, 2012.
4. E-mail from Sandy Jung (CSOM), received April 20, 2012.

FINDINGS

In testimony to the COA via email, the CS stated he determined that the violation was substantial based on Mr. Lempert's statement that he had raced the car in its current configuration for several years. The CS, therefore, imposed a 2012 GCR authorized penalty that appropriately addressed the infraction. The CS provided Mr. Lempert with an explanation for the action when he rendered his ruling. The COA notes Mr. Lempert provided the same car configuration information to the SOM and the Court of Appeals.

The SOM found the Chief Steward's action to be in accordance with the 2012 GCR and re-addressed the basis for the penalty with Mr. Lempert. The protest was disallowed and, although within their powers to do so, the SOM chose not to assign penalty points in the matter.

The Court of Appeals disagrees with Mr. Lempert's assertion that the 2012 Standard Penalty Guidelines must be followed. The Court affirms that the penalties in the published document are guidelines, are neither minimums nor maximums, and allow the Chief Steward or SOM reasonable latitude in assigning an appropriate penalty in accordance with the GCR. The Court of Appeals (COA) finds that it was within the powers of the Chief Steward to disqualify #77 (2012 GCR 5.12.2.C.1). The Court further finds that the SOM acted properly and fairly in their consideration of the protest and provided a definitive ruling on Mr. Lempert's petition.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Lempert provided no evidence to support his assertion that the CS imposed an incorrect penalty and that the SOM failed to provide a definitive ruling on his protest. Mr. Lempert's appeal is deemed not well founded and his appeal fee will be retained.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 25, 2012

The Solo Events Board met by conference call April 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh, Todd Butler, and Brian McCarthy of the BOD; Doug Gill, Ryan Miles, and Howard Duncan 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.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - # 7723, Porsche camber comments.
 - #7819, Camber allowance comments.

STREET TOURING

- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #7589 and #7674, Kia Rio 5. This car was classed in the April Fastrack under ST Tech Bulletin #7.

STREET PREPARED

- The following class change proposal is provided for member review and feedback (#7726):
 - Move from **BSP to DSP**: Mazda RX8
 - The following rule change proposal is provided for member review and feedback (#7594):
 - Add new subsection 15.10.C.5 as follows:

“5. Cruise control systems may be removed in whole or in part. This does not permit modification to components interacting with the cruise control system, such as throttle bodies, etc.”
 - The SPAC is seeking input on possible changes to the aero rules in SP (re: #7317, #7358), and is requesting that members indicate their preference for one or the other of the following two options:
 - Option 1:

Remove the fourth sentence, which currently reads “The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds” from 15.2.I. Note: This keeps current aero allowances, and removes the ‘intent’ wording.
 - Option 2:

Change 15.2.B to:
“Factory rub strips, emblems, mud flaps, *rear wings or rear spoilers* may be removed.”

Change 15.2.I to:
“Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

 - 1. It is a production part which is standard or optional equipment on a vehicle listed on the same line in Appendix A.*
 - 2. It is listed in the vehicle manufacturer’s US accessory catalog for a vehicle listed on the same line in Appendix A for normal highway use. This does not allow for parts sold through a manufacturer’s performance catalog (e.g., Ford Racing, HPD, MazdaSpeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc).*

Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.”
- The following rule change proposal is published here for member review and comment (#7852):
 - Add new subsection 15.2.A.1 as follows:

"1. Hardware may be added to the steering system outside the passenger compartment to limit steering travel, provided it does not alter steering or suspension geometry and serves no other purpose."

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #7380, 15.2.Q omission. The SPAC notes that this was already covered in the March Fastrack.
 - #7738, ESP transmission mounts.

PREPARED

- The following rule change proposal has been provided by the PAC and is being published here for member review and comment (#7247):
 - Replace the fourth and fifth paragraphs under Prepared Class C in Appendix A with the following:

"Naturally aspirated cars with US produced 4-cyl, 6-cyl, and 8-cyl engines manufactured by a particular corporation may be interchanged with any pushrod, DOHC, or SOHC engine offered by that corporation. Examples of swaps allowed include a Chevrolet engine would be allowed in a Pontiac, a "Coyote" 5.0L would be allowed in any year Mustang, an LS1 would be allowed in any year Camaro or Firebird, and a 3.7L DOHC V6 from a 2011+ Mustang would be allowed in any other Mustang. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is +/- 1/2 inch. Alternate material (aluminum) engine blocks may be used on U.S. produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered."

Also change the subsequent paragraph to read as follows:

*"Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be of **the same configuration (number of valves per cylinder and valve actuation method – pushrod or OHC) as the originals and shall be** direct replacement type."*

- The following class listing change proposal has been provided by the PAC and is published here for member review and comment (#7316):
 - Change the listing in EP for the Mazda RX4 to read as follows:

RX4 (12A) (1974-78)

Specified Displacement: 2292 cc

Alt Spec: No peripheral port

Sedans (non-turbo, 2WD, NOC)

Also create a new listing for the Mazda RX4 in FP to read as follows:

RX4 (13B) (1974-78)

Specified Displacement: 2616 cc

Alt Spec: No peripheral port

Comment: The PAC feels the 13B rotary may be outside the engine power envelope of EP. There are no 13B-powered cars currently competing in EP and therefore this class change would not disenfranchise existing competitors.

- The PAC and SEB have reviewed the following items, and thank this member for the input:
 - #7252, CP engine comments. See the related proposal herein regarding item #7247.
 - #7728, GP wheel comments.

KART

- The KAC and SEB have reviewed the following items, and thank these members for their input:
 - #6961; FJ age clarification. The KAC appreciates the feedback, and has indicated that the rule is written as it is in order to allow FJ drivers to compete in the appropriate class at Nationals.
 - #6079, 6169, 6170, 6309, 6436, 6440, 6451, 6489, 6775, 6788, 7077, 7103, 7106, 7136, 7146, 7298; FJ spec motor proposal feedback. The KAC and SEB are continuing to look at issues and alternatives for motors in the FJ classes.
 - #7839; F125 engine performance.
 - #7304; tire clarification. This subject was covered in the March Fastrack, in response to item #7125.

NOT RECOMMENDED

Stock

- #7667; C5 Z06 classification. The SAC believes the C5 Z06 fits the competitive balance of the current SS class.
- #7780, Fiat 500 classing. The base Fiat 500 falls outside the height vs. track width requirements as published in Section 3.1 and as such is not legal for stock class competition.

Street Prepared

- #7314, crank pulley installation. Per the SPAC, such machine work on the block is not in the spirit of the SP rules, and would be a violation of 15.1.B.
- #7580, Datsun 2000 roadster. The SPAC has previously reviewed similar proposals #2407 and #5423, and does not recommend reclassing these vehicles as requested.
- #7614, Mustang V6. Per the SPAC, the car is believed to have more competitive potential in ESP than in DSP.

TECH BULLETINS

General

1. The following wording is added as a new second paragraph to Section 7.4, in order to clarify the issue of provisional reruns and codify long-standing existing practice:

"If the Chief Steward or designated representative awards a competitor a provisional rerun it should be taken as soon as practical, subject to the five minute rule above, and the discretion of the Chief Steward. Chief Steward should notify the competitor which of their runs is considered provisional."

Stock

2. Per the SAC, the provisions of 13.2.A do not allow the replacement of steering wheels. Those allowances are covered in 13.2.F which specifically states that steering wheels with integral airbags may not be changed. Alternate or additional steering wheel wrapping material would be allowed under the provisions of 13.2.A. (#7803)
3. The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:
 - Hyundai Genesis Coupe (4-cyl Turbo)(2013) DS (#7832)
 - Hyundai Genesis Coupe (V6)(2013) FS (#7832)
 - Fiat 500 Abarth (2013) GSNote: New information concerning rollover potential has been received allowing the Abarth version of the Fiat 500 to be classed.
4. Per the SAC, the Hyundai Genesis Coupe listing in GS is clarified to read as follows:

Hyundai Genesis Coupe (4-cyl Turbo)(2010-2012)

Street Touring

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

Volkswagen Rabbit, Golf, GTI, Cabrio (1974-92) STC

Street Prepared

6. The replacement of an OE sunroof is covered by the clarification under SUNROOF in the Street Prepared section of Appendix F, on page 273 of the Solo Rules. (#7436). This wording will be added into Section 15.2 for 2013.
7. The plastic "insulator" (heat shield) and "air intake bracket" of the stock air cleaner system on a 3rd-generation MX5 may be removed, under the allowances of 15.10.C.1 and 15.10.E. Since these items provide mounting support for the ECU, when they are removed the ECU may be mounted to the bottom of a compliant airbox using the stock brackets/fasteners. (#7399)
8. The following new listings, effective immediately upon publication, have been recommended by the SPAC and approved by the SEB:

Acura TSX DSP (#7387)
Lotus Evora SSP (#7713)

9. Per the SPAC, the listing for the BMW 5 series models in ESP is clarified to read as follows (#7421):
528, 530, & 533 (n/a)

Prepared

10. Per the PAC, change the Minimum Weight Calculation example listed in Section 9.b of Appendix A for XP to read as follows:

"Example: weight for a rear wheel drive **vehicle with a 2000cc turbocharged engine located behind the driver is $1200 + ((2.0 \times 1.4) \times (200+20)) = 1,816$ lbs.**"

11. Per the PAC, add under "BODYWORK AND STRUCTURE" in Prepared Class X, in Appendix A, as follows:

"Non-OE replacement bodies are allowable in XP for the Factory Five Roadster, Factory Five Challenge Car and Superformance MKIII. Replacement bodies must not confuse the identity of the vehicle."

Comment: This clarification replaces a similar Tech Bulletin published in the February 2012 Fastrack.

12. Revise Appendix A, Prepared Class F (FP) Weight Calculation Example to read as follows (#7465):

"Subaru STI (2.5L) running 11" wheel width

Actual displacement (before overbore): 2457cc

The formula would be: 0.75 (piston engine) + 0.450 (forced induction) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight: $1.3 \times 2457 = 3195$ lbs (exceeds maximum limit).

2700 lbs (maximum calculated weight) + 100 lbs (wheel width over 10" weight adjustment) = 2800 lbs (total competition weight)."

Comment: The revised Weight Calculation Example correctly utilizes weight formula changes instituted in the 2012 Solo Rules.

13. Per the PAC, the following updated listing in CP is effective immediately upon publication (#7666):

Mustang (*S197 chassis, non-supercharged*) (2005-2013)

Kart

14. The KAC and SEB support the allowance at the Regional level of electric karts, provided applicable safety requirements are met (#7531).

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | May 2, 2012

The RallyCross Board (RXB) met via conference call May 2. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Stephen Harris, Todd Butler, and Richard Patullo, BoD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

1. RallyCross Safety Committee (Bob Ricker): Bob Ricker received the Solo Safety Steward Training presentation, which he will merge into a RallyCross Safety Steward Training presentation. It should be available for use within a month. No incident reports have been received in the past month. Ken Cashion requested the release of a Safety Bulletin stressing when and how to submit an incident report and that it be combined with a rerelease of the Safety Bulletin of 2/10/11.
2. RallyCross Rules Committee (Warren Elliott): The proposed Tuner Category rules were distributed to the RXB prior to the meeting. Discussion of the proposal resulted in a request from the RXB that the committee make some revisions to it. It should be completed prior to the next RXB meeting. The committee will continue to find a better solution for highlighting the mandatory sections of the RallyCross Rules. No submissions or requests for clarification have been received within the past month. Any received in the future will be posted at the RallyCross forums.
3. National Championship Committee (Brent Blakely): Planning for the National Championship is on schedule with assigning key worker positions as one of the next planning items. Brian Harmer expects to open registration for the event by June 1. The National Supplemental Regulations were prepared and presented to the RXB. Recommended changes are outlined below in the Divisional Steward Liaison section.
4. Marketing Committee (Ron Foley): The Committee wants to find good RallyCross video to put on the website that doesn't have music copyright issues. The old Facebook page will be closed down once its users have all been migrated to the new Facebook page. Ron Foley met with the publisher of Grassroots Motorsports and discussed a possible series of RallyCross articles in that publication. The RXB would like better coverage in SportCar with more content and information.
5. Divisional Steward Liaison (Stephen Hyatt): The last Stewards call was well attended and enthusiastic. Much of the discussion centered on the National supplemental regulations. The RXB discussed the issues raised by the Divisional RallyCross Stewards (DRXS) and made the following adjustments and points regarding the supplemental regulations: DNF and DNS are the same penalty of the slowest time plus 10 seconds; debanding rule stays as written; additional language to define that timing be triggered by the vehicle being timed; replace the word "vehicles" with "drivers" under Run Groups and Run Order, #4. A question was raised by the DRXS regarding the availability of online sanction applications; Howard Duncan indicated that online sanctioning should be available by midsummer. Stephen Hyatt will continue to work on a volunteer incentive program in conjunction with Ron Foley and the Marketing Committee.
6. Forum Activity: Little activity for now.

Old Business

1. Committee composition/Recruitment (all Committee chairmen): Ken Cashion stressed that the committee chairmen continue to search for new recruits for committee involvement.
2. New Divisional Steward Orientation: After some discussion, the RXB is in consensus that the best method of steward training is for the current stewards to train new stewards and that the most effective manner to do this would be for each DRXS to choose a deputy steward. Action item: Each RXB member will send a letter to his respective assigned steward(s) requesting that he choose an individual who could serve as his deputy/backup steward.
3. Growth discussion: Tabled until next RXB meeting.

Next meeting: June 6, 2012

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | April 3, 2012

The RoadRally Board met via conference call on April 3, 2012.

In attendance: Jim Wakemen, Jeanne English, Rich Bireta, Clarence Westberg, Sasha Lanz, Charles Hanson; Deena Rowland and Howard Duncan from National Office; Bob Lybarger and Steve Harris, BOD Liaisons; not in attendance: Eva Ames.

The meeting was called to order at 7:32 pm CST by Chairman Jim Wakemen.

1. March Meeting Minutes were approved.

2. 2012 Rally Liaison updates:

March 9-10, NTR/NCR Desert Skies, Desert Sands / Jeanne English

June 2, NCR Steel Haul / Jeanne English

June 23-24, NTCGR National Road, International Road / Jeanne English

August 25-26, 2 Day NTR Western Virginia National Tour / Rich Bireta

September 15-16, NTR/NCR Oktoberally, Badger Trails / Clarence Westberg

October 6-7, NTR/NCGTA Catocin Monte, Lobster Traps / Jim Wakemen

Oct 19, 20, 21 - USRRC Detroit

Desert Skies - Hanson reported that one FZ did not have enough room for cars, contestants liked the rallies, some administrative problems. Steel Haul - sanction received, nothing to report. Indy - did pre-check for National, went well. Western VA Tour, Oktoberally, and DC rallies - nothing to report. USRRC – date change granted; Hanson will check with committee about getting out a press release.

3. RRB/National Events Committee – Rich posted a proposal for a National rally committee; there was discussion about whether or not the committee should be RRB members only or bring in non-RRB members – for now, RRB members only; Jeanne, Rich, and Clarence will be on the committee, chairman to be determined. Motion (English/Bireta): establish a National Events Committee to handle the tasks relating to administrating and developing the National Road Rally Championship Series and National events (full proposal posted in the RRB Dropbox); motion approved.

4. Convention Recap: Rich – great to meet people, disappointed in lack of time the RRB actually met; Clarence – concurs with Rich; Jim – meeting with the REs was worthwhile; we should have been better prepared for our meeting with the BOD, perhaps planning ahead with email between us; Howard – would it be better if the RE meeting had all programs present, with each having about a 10 minute presentation? what about Thursday morning? Sunday morning?

5. SCCA website: “What Can I Do With My Car?” still being worked on to have Rally be an option; also still working on a place to post standings.

6. Concerns Tracker: Jim tried to talk to Colan Arnold at the convention about getting space on the SCCA website, but was not very successful; Jim will send Howard an email summarizing what is needed.

7. 2012 Photo Contest: Same as above; Jim will send Howard an email summarizing what is needed.

8. NORPAC Div Steward: Jeanne - nothing yet.

9. RRR printing: Rick Beattie has found a photo for the cover; Jim will send it to Deena so printing can be done.

10. How to grow Regional programs/Road Rally Participation Study: Rich is the author of the Rally Participation Study. Comments: in some regions, it shows how fragile the program is; in other regions, even though they may have fewer events it's not a problem because they have a good rally history; regions most likely to grow are those with only one or two events; some areas have robust non-SCCA clubs that do not want to be part of SCCA; we need to reach out one-on-one to these clubs, find out what the needs are to entice these independent people/clubs. The RRB needs to come up with ideas on how we think SCCA can be improved to grow regional programs, such as restructuring the Weekend Membership program as it relates to rally, finding out what the barriers are to joining; tiered membership may be a possibility. Clarence – SCCA needs to have something better to offer, such as insurance, than other clubs have. We need to make our events more fun; we need to look at the product that people want and make more desirable. Eva will post the Road Rally Participation Study to the SCCA Forum.

Sasha come up with a proposal of goals and responsibilities for a committee to grow regional programs (similar to Rich's proposal for the National Events committee).

11. New Business: Sasha is forming a committee with members of the other competition boards to work on issues common to all, two members have already been appointed. The first project is working on WM data (Sasha doing rally); he asked the

committee to go over WM data for Solo and Rallycross; so far, there is an increase of about 20% in names/emails that can eventually be used for eblasts about upcoming events.

Executive session minutes posted on the RRB Dropbox.

Respectfully submitted, Jeanne English, secretary

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

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

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

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

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

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

SOLO

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

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

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

RALLY

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

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

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/events/index.cfm?eid=3263>

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