

CLUB RACING BOARD

SCCA Club Racing Board Minutes | July 3, 2012

The Club Racing Board met by teleconference on July 3, 2012. Participating were Jim Wheeler, Chairman; Tony Ave, Fred Clark, Jim Drago, Peter Keane, Mirl Swan, and Pam Richardson, secretary. Also participating were: Todd Butler and Richard Patullo, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Manager, Club Racing; and Ryan Miles, Technical Coordinator, Club Racing, Butch Kummer, Director of Club Racing, and Bob Dowie. 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 www.clubracingboard.com or www.crbscca.com.

GCR

None.

Formula/Sports Racing

None.

Grand Touring

GT1

1. #7828 (Charles Wicht) Add 2" to the ACP Corvette front splitter.

Thank you for your request. In 9.1.2.E.1.c, add:** The front undertray and rear fascia and diffuser included in the ACP kit must be replaced with bodywork compliant with the GT1 rules.

*****ACP C-6 Corvette bodywork only may add 2.0" to splitter length.**

Lumina (1990-) 106.0"

Monte Carlo (95-00) 103.0"/106.0"

Monte Carlo (01-02) 103.0"/110.0"

Monza 97.0"

2. #8176 (Cliff Ebben) Front Splitter

Thank you for your request. In 9.1.2.E.1.c, add:

MUSTANG (1999-2004) 100.5"

MUSTANG (bodywork) (05-10) 106.0/110.0"

*** ACP (2010) MUSTANG bodywork only may add 2.0" to the front splitter length.**

Improved Touring

None.

Production

HP

1. #8531 (Prod Committee) Comp. Adj. 1.8 L 914 (TB part is Letter #8774)

Thank you for your request. Increase valve lift to .450 for the 1.8 L Porsche 914.

Super Touring

None.

American Sedan

1. #8319 (John Blanchard) 1993-1997 Alternate Camshaft Kit

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Add to Proposed Rule Specification lines located at:

<http://scca.cdn.racersites.com/prod/assets/Proposed2013ASSpecLines.pdf> in the Notes section for Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Preparation: GM Performance Parts camshaft Kit P/N-12480002 is permitted.

Spec Miata

None.

Touring/Showroom Stock

None.

WHAT DO YOU THINK?

Grand Touring

GT

1. #8749 (GT Committee) GTAC-GTLite rule change proposal

Proposed changes effective 1/1/2013

1. In an effort to improve the straight line speed performance of the GTL Mini and hopefully increase their participation in GTL we believe some non-traditional changes are necessary. Specifically:
 - a. allow all Mini's running unrestricted engines less than or equal to 1399ccs to run full flat bottom floors
 - b. allow modification or removal of rear valance panel to raise it and rain gutter modification to reduce drag
2. In an effort to provide additional flexibility for participants running SIR engines, we propose the following:
 - a. Allow currently restricted 2V & 3V engines <1400ccs to run unrestricted at a 100 lb weight penalty.
 - b. allow all 2V and 3V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 125lb weight penalty
 - c. allow all 4V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 175lb weight penalty
 - d. competitors running the alternate SIR must display "+1mm" on the side of their car next to their new weight.
 - e. competitors running the unrestricted option must display "UNR" on the side of their car next to their new weight.
3. Limit compression ratio to 15:1 for SIR restricted engines effective 1/1/2014

Member input sought:

We are interested in member requests for non-traditional adjustments for small unrestricted engine packages to make move them up to higher HP and higher weight including turbochargers with restrictors, custom or non-standard bore stroke, and aftermarket, non-OEM, cylinder heads.

Also, we intend to add limited prep engine options for each manufacturer in GTL, the Nissan L16 is the first of these for 2013. The proposed L16 specifications are: L16 (from Datsun 510) based on HP specs at 1950lbs: Comp. Ratio limited to 12.0:1, Valve lift limited to .450", 32mm IR choke(s) prepared to Production Category Level 2 rules, no SIR required. We would like input from drivers of cars in alternate manufacturers regarding specific limited prep engine packages. Please submit requests with supporting dynamometer and engine build data.

Lastly, we are interested in introducing a spec GT option into GTL. Our initial concept is to base this on a modified Spec Miata which would be allowed to:

1. reduce weight by 200-300 pounds through removal of components and replacement of body panels
2. run some spec alternative engine package. Perhaps limited to alternate spec cam and ECU or, alternately, with some spec turbo kit and restrictor on the current engine.
3. Free brakes
4. Racing tires

We are seeking input from members that are interested in pursuing this package and working with the CRB and GTAC to develop this specification for 2013.

American Sedan

1. #8507 (Dean Palmer) Allow 17x8 factory Mustang wheels.

Thank you for your request. The CRB and the American Sedan Advisory Committee are seeking feedback on whether the availability (or lack thereof) of 16 inch wheels for Full Preparation cars and Restricted Preparation cars running Full Preparation brakes, indicates a need to move to 17 X 8 wheels as the maximum wheel size for these cars. Please provide your comments for or against (including a suggested time frame) in a letter to the CRB through crbscca.com. The CRB will consider feedback

from active drivers and those actively building new American Sedan cars for any needed (or not needed) wheel size change beyond 2013. No current decision for the change, or a timeframe has been proposed.

MEMBER ADVISORIES

GCR

1. #8760 (SCCA Staff) Encourage Runoffs competitors to drill bolts for sealing engines.

The Club Racing Board, Runoffs Tech Workers, and National Staff would like to enhance compliance by using seals on competitors' engines at the 2012 Runoffs. Competitors are encouraged to drill holes in the heads of bolts prior to arriving at Road America. It is recommended that holes are drilled in intake manifold bolts, exhaust manifold bolts, valve cover bolts and carburetor/throttle body bolts. Competitors are also encouraged to drill holes in the heads of bolts for any other components of the car that receive inspection on a regular basis (At least two bolts should be drilled per component).

Sealing engines during qualifying is an undemanding process that takes modest time. This will decrease the competitor's time and effort spent in tech, reduce the cost of qualifying inspections for competitors, and increase the overall efficiency of the Runoffs Technical Inspections. The overall goal of sealing engines/components at the Runoffs is to limit the amount of time spent disassembling cars during qualifying sessions.

If you have any questions regarding this memo, please contact the National office at 800.770.2055 or send an email to tech@scca.com.

Note: Sealing competitors' engines is not required, only suggested. It should also be noted that this memo does not apply to classes/cars that compete with sealed motors from the engine builder (Spec Racer Ford, Formula Mazda, etc.).

Improved Touring

ITA

1. #8502 (Raymond Yergler) Explanation of Weight Increase for ITA 1.8 Miata

The ITAC and CRB are aware of the numerous discussions related to the recent change in weight for the ITA 1.8 Miata. Both bodies wish to make it clear this was not "reward" weight. Rather, a majority of both bodies felt that the incorrect stock horsepower number was used when using the IT process for setting the weight on the car. This has been corrected, and the resulting weight is within a small margin of that produced by using actual horsepower figures from dyno testing of IT builds.

NOT APPROVED BY THE CRB

GCR

None.

Formula/Sports Racing

FA

1. #8329 (Bruce Hamilton) Remove intake restriction from stock 2.3 L YDX

Thank you for your letter. While the performance of the Swift .016 continues to improve, the Swift .016 has yet to be developed to the level of well established engine/chassis platforms currently in the class. The CRB does not recommend allowing the Swift .016a to run unrestricted as this would create a significant advantage over the other engine/chassis platforms. The performance is and will continue to be closely monitored and competition adjustments will be made when data and performance warrant.

FC

1. #8043 (Mike Eakin) RFR subfloor attachment

Thank you for expressing your concern; however, the CRB has no plans to recommend a rule change.

Grand Touring

GTL

1. #8453 (Alan Hummel) remove fuel cell requirement

Thank you for your request. For safety reasons, the CRB has no plans to remove fuel cell requirements from any GT class.

2. #8536 (Club Racing Board) Minutes portion of letter 8452

Thank you for your request. The 2.2L engine is too large for GTL.

Improved Touring

ITB

1. #4253 (Robert Foley) IT Process and Arbitrary Weight Assignments and Multipliers

Thank you for your request. Please see letter #4229, June 2012 Fastrack.

IT

1. #4249 (Jake Gulick) Remove the 30% factor applied ITB/C cars in the ITACs ops man.

Thank you for your request. Please see letter #4229, June 2012 Fastrack.

Production

EP

1. #8243 (Rodger Grantham) clarify car listing of RX7 and porting definitions

Thank you for your letter. The engine this car was produced with (turbocharged) would not be eligible for classification in production.

HP

1. #8227 (Blake Meredith) Allow the use of the 2.0L engine in the 914

Thank you for your request. The 2.0 L engine is too large for HP.

Super Touring

STU

1. #8276 (Harley Johnson) Approve supercharged vehicle to compete in STU

Thank you for your request. The CRB does not recommend adding this car to STU at this time.

2. #8718 (Scott Ewing) Allow GT28RS turbo for Mini Cooper.

Thank you for your request. The CRB does not recommend turbo charging the Mini Cooper at this time in STU. The Mini is already available with Forced Induction in the Cooper S.

American Sedan

1. #8404 (Aaron Bailey) Allow use of aftermarket headers on the Restricted Preparation Camaro/Firebird

Thank you for your request. The CRB plans to watch the American Sedan class during 2013 with the newly implemented rule set to determine if additional performance modifications are required for 2014. Until results indicate such a need, headers are not planned for Restricted Preparation cars.

Touring/Showroom Stock

T

1. #8449 (Cheyne Daggett) Allow Spec Brakes in T2 and T3

Thank you for your input as the CRB develops all cars for Touring in 2013.

T2

1. #8505 (Marty Grand) Dual class Evo for 2013 season

Thank you for your input. The CRB has no plans to dual class the EVO in 2013.

T3

1. #8485 (Scott Ewing) Allow JCW head without JCW pulley

Thank you for your request. The JCW head for the Mini-Cooper is not within Touring class philosophy.

PREVIOUSLY ADDRESSED

None.

NO ACTION REQUIRED

GCR

None.

Formula/Sports Racer

1. (Multiple, 3 letters) SR1 / SR2 / SR3 GCR Specification Structure Request

Please see SCCA News June 7th, Board Votes on Club Racing Class Changes:

In the Sports Racing category, C and D Sports Racing will be combined beginning in 2014. This was the only part of the proposal for Sports Racing that was ratified by the BoD at the meeting.

In the Formula category, Formula Enterprises and Formula Mazda will remain separate classes.

2. (Multiple, 14 letters) Merger of C and D series

Please see SCCA News June 7th, Board Votes on Club Racing Class Changes:

In the Sports Racing category, C and D Sports Racing will be combined beginning in 2014. This was the only part of the proposal for Sports Racing that was ratified by the BoD at the meeting.

In the Formula category, Formula Enterprises and Formula Mazda will remain separate classes.

3. (Multiple, 71 letters) FE/FM Combination

Please see SCCA News June 7th, Board Votes on Club Racing Class Changes:

In the Sports Racing category, C and D Sports Racing will be combined beginning in 2014. This was the only part of the proposal for Sports Racing that was ratified by the BoD at the meeting.

In the Formula category, Formula Enterprises and Formula Mazda will remain separate classes.

4. (Multiple, 5 letters) Don't Change SRF Name

Please see SCCA News June 7th, Board Votes on Club Racing Class Changes:

In the Sports Racing category, C and D Sports Racing will be combined beginning in 2014. This was the only part of the proposal for Sports Racing that was ratified by the BoD at the meeting.

In the Formula category, Formula Enterprises and Formula Mazda will remain separate classes.

ASR

1. #7912 (Corey Shaw) Immediate SR2 Flat Bottom Defined

Please see SCCA News June 7th, Board Votes on Club Racing Class Changes:

In the Sports Racing category, C and D Sports Racing will be combined beginning in 2014. This was the only part of the proposal for Sports Racing that was ratified by the BoD at the meeting.

In the Formula category, Formula Enterprises and Formula Mazda will remain separate classes.

The FSRAC will not have information on the definition of an SR2 Flat Bottom until the SR2 ruleset is complete. If you would like to volunteer to be part of the committee defining the rules, please submit your resume through crbscca.com.

FV

3. #8168 (David Bowman) FV weight change

The weight proposal was rejected, thank you for your input.

Grand Touring

GTL

1. #8300 (Charles Leonard) Add additional prep line for Nissan A-14 & A15 engines

Thank you for your request. Please see letter #8749.

Improved Touring

IT

1. #4315 (Raymond Blethen) Where to get stock HP numbers?

Thank you for your letter. The committees consider all credible data collected when reviewing a request.

2. #4317 (Stephen Blethen) Reprocess the weight of the 1981-1984 Coupe with the WE engine.

Thank you for your letter. Please see letter #4315.

3. #4360 (John VanDenburgh) Please re-run 84-87 Audi Coupe GT

Thank you for your letter. Please see letter #4315.

4. #4361 (John VanDenburgh) Please classify/rerun 80-83 Audi Coupe GT

Thank you for your letter. Please see letter #4315.

Production

1. #8492 (Rick Henschel) Clarify quarter window removal.

Thank you for your letter. Given the definitions of door and quarter windows the removal of the rearmost side windows on this car is allowed by the rules.

EP

1. #8084 (Robert Doernberg) Clarification of #7663 from April Fast Track

Thank you for requesting a clarification. The current rule allows the protective screen to be installed behind the stock grille even if the grille is less than 2" behind the stock opening.

Super Touring

STO

1. #8510 (Charles Rodholm) Porting of throttle body

Thank you for your request. Porting of throttle bodies in Super Touring is not permitted. The CRB is drafting a plan to aid in parity for STO for 2013.

STU

1. #8568 (James Spurling) Class euro market 3 liter motor

Thank you for your request. The STCS specifies "North American" engines, and this engine was used in the Canadian market. Thus, the engine is already compliant to the GCR. However, the CRB reminds that it is the competitor's responsibility to possess sufficient documentation on request of Scrutineering, per 9.1.4.G.

ST

1. #8683 (Dale Shoemaker) Reduce STL rear wheel drive weight adjust to 1.5 percent

Thank you for your request. The CRB does not recommend this change at this time. The CRB will continue to monitor performance.

2. #8753 (Chuck Fernandez) Floppy-Paddle-Shifters

Thank you for your letter. Sequential shifting cars are allowed in STO, with no restriction on method of actuation (manual or electronic). In addition, the car in question, the Aston Martin N24, is classified at its FIA GT4 weight, which is significantly more than what it would be given its known horsepower. Finally, at least one other car, the Ferrari 430 Challenge, also has electronic shifting.

While we appreciate your concerns, the CRB accepts that the level of preparation and equipment in STO can be significantly "higher tech" than other classes.

American Sedan

1. #8257 (Brian LaCroix) Fuel Injection

Thank you for your request. This idea is an excellent one which potentially can be considered for implementation in 2014. The CRB recognizes that with the major re-organization of the American Sedan rules for 2013, that adding this concept needs tabling for probably one year, so that the proposed rules for 2013 can be implemented and observed to continue working toward an even playing field for all cars.

However, the CRB also recognizes that this concept would indeed reduce costs for Full Preparation cars and the CRB is interested in any additional information you have that could help flesh out this concept. The ASAC will contact you directly for your ideas relating to implementation and any issues you envision with installation.

Spec Miata

None.

Touring/Showroom Stock

T2

1. #8056 (William Moore) Comments on Touring rules for 2013

Thank you for your input. The CRB is still evolving the class plans for Touring and will take your comments into consideration. Please look for updates soon.

2. #8413 (Alan Leshner) Inclusion in new T-2 specs.

Thank you for your letter. Please see the March 2012 Fastrack, Technical Bulletin, page 12. The current GCR allows the Strano package for your car.

T3

1. #8520 (Scott Ewing) Allow 205-45-16 tires

Thank you for your input. Please refer to the current GCR. 9.1.10.7.b: "All cars are allowed a section increase or decrease of 10mm or 20mm (e.g., 195 may use 175, 185, 195, 205 or 215). All cars are allowed an aspect ratio increase or decrease of 5 or 10 (e.g., 55 may use 45, 50, 60 or 65)."

SSB

1. #8409 (Alex Phelps) Competition adjustments for class consolidation

Thank you for your letter. There are changes being considered such as intakes, weight, etc. for 2013. Please check the Touring spec lines (<http://scca.cdn.racersites.com/prod/assets/T-SSreorg.pdf>) for current plans for your cat. This website will be updated on an as needed basis throughout 2012. The can be your early source for competition adjustment information.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2012
 NUMBER: TB 12-08
 FROM: Club Racing Board
 TO: Competitors, Stewards, and Scrutineers
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 8/1/2012 unless otherwise noted.

GCR

None.

Formula/Sports Racer

F5

1. #7527 (Wayne Dixon) F500 Piston Rule Correction

In section 9.1.1.E.14, correct as follows:

H.

1. Kawasaki and Rotax 494/493;

Kawasaki: Wiseco # 2084M06800

Rotax 494: Wiseco # 2381M06950

Rotax 493: Wiseco # 2436M06950

2 Rotax 593 (standard bore): Wiseco # 2411M07600

3. Rotax 593 (0.010" overbore): Rotax P/N 420889171

J. Overbore pistons

3. Rotax 593 engine only: see 9.1.1.E.14.I.3. K. Rotax 593 engine only: Rotax OEM 0.010" overbore piston P/N420889171 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted.

L. 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: Part Number FL-1286 (69.5mm)

Rotax 494: Part Number 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. #8466 (Doug Gill) Change BLMI listing

In GT2, BLMI Model/Cars and Engines listings, change the heading as follows: ~~BLMI~~ *BMC thru Rover Group*

In GTL, BLMI Model/Cars and Engines listings, change the heading as follows: ~~BLMI~~ *BMC thru Rover Group*

GTL

1. #8452 (Alan Hummel) Clarify the GCR listing on pages 376-377

In GTL, Toyota Cars, classify the Toyota MR2 as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Toyota MR2</i>	<i>85-89</i>	<i>2DR</i>	<i>RWD</i>	<i>91.3</i>	<i>Hood bulge allowed</i>

2. #8512 (Kyle Disque) Please add the GT3 Tercel wheelbase options to GTL

In GTL, Toyota Cars, Tercel, add a 95.3" wheelbase option to the spec line.

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Toyota Tercel</i>	<i>91-</i>	<i>2dr, 3dr</i>	<i>FWD</i>	<i>91.3/95.3</i>	

Improved Touring

ITR

1. #4181 (Demetrius Mossaidis) Classify the 2004-06 Acura TSX in IT

Classify the Acura TSX in ITR as follows:

ITR	Engine Type	Bore Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Acura TSX (04-08)	4 cyl DOHC	87 x 99 2345	(I) 35.15 36.15 (E) 30.15	10.5:1	105.1	17	3.267, 1.880, 1.355, 1.028, 0.825, 0.659	(F) 300 x 23 Vented Disc (R) 260 x 9 Solid Disc	2760	

ITA

1. #4318 (Stephen Blethen) reprocess using the process

Correct weight of the 1987 Audi Coupe GT 2.3L in ITA to 2230:

ITA	Engine Type	Bore Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Audi Coupe (1987)	GT 5 Cyl SOHC	82.5 x 86.4 2309	(I) 39.5 (E) 31.0	8.0:1	99.8	15	2.85, 1.52, 0.97, 0.70, 0.54	(F) 256 Vented Disc (R) 245 x 10 Solid Disc	2230	

2. #4869 (Demetrius Mossaidis) Classify the 2003-2005 Honda Accord DX/LX/EX 4cyl

Classifying the 03-05 Honda Accord in ITA as follows:

ITA	Engine Type	Bore Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Honda Accord DX/LX/EX (03-05)	4 cyl DOHC	87 x 99 2345	(I) 35.15 (E) 30.15	9.7:1	107.9	16	3.266, 1.769, 1.147, 0.872, 0.659	(F) 282 x 23 Vented Disc (R) 260 x 9 Solid Disc	2895	

3. #6114 (walt williams) Request classification

Classify the following Saturns in ITA as follows:

ITA	Engine Type	Bore Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Saturn SL (91-95)	24 cyl DOHC	82 x 90 1901	(I) 32.3 (E) 27.4	9.5:1	102.4	15	3.25, 2.01, 1.42, 1.03, 0.73	(F) 251 x 18 Vented Disc (R) 245 x 11 Solid Disc or 200 x 30 Drum	2360	

ITA	Engine Type	Bore Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Saturn SL (96-98)	24 cyl DOHC	82 x 90 1901	(I) 32.3 (E) 27.4	9.5:1	102.4	15	3.25, 2.01, 1.42, 1.03, 0.73	(F) 251 x 18 Vented Disc (R) 245 x 11 Solid Disc or 200 x 30 Drum	2360	

ITA	Engine Type	Bore Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Saturn SC SC2 (91-96)	74 cyl DOHC	82 x 90 1901	(I) 32.3 (E) 27.4	9.5:1	102.4	15	3.25, 2.01, 1.42, 1.03, 0.73	(F) 251 x 18 Vented Disc (R) 245 x 11 Solid Disc or 200 x 30 Drum	2360	

ITA	Engine Type	Bore Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Saturn SC (97-98)	24 cyl DOHC	82 x 90 1901	(I) 32.3 (E) 27.4	9.5:1	102.4	15	3.25, 2.01, 1.42, 1.03, 0.73	(F) 251 x 18 Vented Disc (R) 245 x 11 Solid Disc or 200 x 30 Drum	2360	

4. #4387 (Terry Schappel) Classify 1999 Acura CL 2.3 in IT

Classify the 98-99 Acura CL 2.3 in ITA as follows:

ITA	Engine Type	Bore Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Acura CL 2.3L (98-99)	4 cyl SOHC	86 x 97 2254	(I) 34.15 (E) 29.15	9.3:1	106.9	16	3.285, 1.807, 1.193, 0.903, 0.685	(F) 260 x 23 Vented Disc (R) 260 x 10 Solid Disc	2715	

Production

HP

1. #8035 (Kevin Ruck) Classify 92-95 Honda Civic DX into HP

In HP, classify the Honda Civic DX 1992-1995 as follows: see attachment

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm.(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
H o n d a Civic DX (92-95)	2	2350 * 2409 ** 2468	4 Cyl. SOHC	7 5 . 0 x 8 4 . 5 (2.95x3.33)	1 4 9 3 (91.11)	Alum	Alum	(I) (1.14) (E) 25 (.98)	29 Fuel injection	2621(103.2)2 and 4 door 2573(101.3) 3 door	F1582.4(62.3) R1572.3(61.9)

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Honda Civic DX (02-05)	13x6	5	(F) 240x21(9.45x.83) vented (R) 180(7.09)drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .390".

2. #8774 (Club Racing Board) HP Comp Adj to Porsche 914 (TB portion of Letter #8531)

In HP, Porsche 914-4 (1.8L), change the weight as follows:

2150 *2204 **2258 2100 *2153 **2205

Super Touring

STO

1. #8732 (Steve Raymond) Aston Martin GT4 list as 4.7L - 2800 lb.

Classify the Aston Martin GT 4 in STO at 2900 lbs with 4.7L engine.

In STO, Aston Martin Vantage N24 (07-08), change the weight as follows: 2900 2800

STU

1. #7961 (John De Barros) Remove restrictor and reduce weight

In STU, World Challenge table, increase all flat plate restrictors as follows:

Acura RSX Type S 52mm 54mm

Acura TSX (04-08) 50mm 52mm

Acura TSX(2009-11) 48mm 50mm

Mazda 6 50.4mm 52.5mm

2. #8516 (Philip Royle) Battery requirement in Super Touring

Clarify section 9.1.4.L.1 as follows:

~~The battery may be replaced with any equivalent battery of the same type. Battery may be relocated, but must be secured by a tie-down bracket and positive terminal must be covered to prevent accidental sparking.~~

Batteries are free, subject to GCR 9.3.9.

Delete section 9.1.4.L.2 (battery location and mounting)

All other restrictions revert back to existing GCR 9.3.9, "Batteries":

ST

1. #8684 (Dale Shoemaker) Allow STL Miatas same trans Tunnel Mod as STU

Clarify section 9.1.4.E.5 as follows:

~~The chassis shall not be modified to make additional clearance for the driver's seat. The driver's seat shall be located in the same lateral location as the OEM seat, unless otherwise allowed on a car's spec line. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position. The driver's seat shall be located longitudinally.~~

In STU, Mazda Miata, remove the entire spec line:

~~Mazda Miata/All/Chart/The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position.~~

American Sedan

None.

Spec Miata

1. #8730 (Jim Drago) Clarify the use of shot peening.

In section 9.1.8.C.1.c.1, clarify the crankshaft language by adding the following:

"The stock Mazda Miata crankshaft must be used with no modifications except for machining to allow the use of main and rod bearings as allowed in 2 below. **Shot peening to stress relieve the crankshaft after machining is permitted.** The following table lists the permitted crankshaft for each model year and the minimum weight (not including pilot bearing or hardware)."

2. #8804 (Club Racing Board) Engine Sleeve Rule Change effective 8/1/2012

Change 9.1.8.C.1.b.2 as follows: "Cast iron cylinder liners (sleeves) as previously permitted may be used in both Regional and National racing through the 2012 season **6/28/13**, and may not be used at the 2012 runoffs or beyond. Regions may continue to allow sleeved blocks via supplemental regulations."

Touring/Showroom Stock

T2

1. #8477 (david mead) Include the 2013 Mustang GT in specs

In T2, Ford Mustang GT 5.0L (11-12), update the model years as follows: (11-~~12~~ **13**)

In T2, Ford Mustang V6 (11-12), update the model years as follows: (11-~~12~~ **13**)

In T3, Ford Mustang V6 (11-12), update the model years as follows: (11-~~12~~ **13**)

SSB

1. #8057 (Michael Collins) Rules Clarity on new spec sheet

In SSB, Mazda MX-5 Touring/Grand Touring (09-11), clarify the classification as follows:

Mazda MX-5 ~~Touring/Grand Touring~~ (09-11)

Add to the gear ratios: **3.14, 1.89, 1.33, 1.00, 0.81 (5 spd)**

Add to the notes: "***Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation.***"

2. #8389 (Lee Niffenegger) Revisit 2012 Honda Civic Si Classification Specification

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

weight: ~~3000~~ **3250**

Notes: "~~39mm flat plate restrictor required.~~"

SSC

1. #8417 (robert schader) car improvements 01-05 miata

In SSC, Mazda MX-5 / Miata (01-05), change the weight as follows: ~~2700~~ **2650**

In SSC, Toyota MR-2 Spyder 16V DOHC (01-05), change the weight as follows: ~~2650~~ **2600**

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Cooper MacNeil vs. SOM COA Ref. No. 12-07-GL

July 5, 2012

FACTS IN BRIEF

Following race 1 on Sunday, June 3, 2012 at Mid Ohio, William Moore, T2 #5, protested T2 #46 for blocking multiple times on the last lap. The COA notes the protested driver's name is not stated on the protest.

The Stewards of the Meeting (SOM), Debra LaFond, Duane Harrington, Verne Wandell, Fred McAninch, and James Green, Chairman (CSOM), held a hearing, heard witnesses, viewed a video, and found Cooper MacNeil, driver of T2 #46, in violation of 2012 General Competition Rules (GCR) 6.11.1.B. and 6.11.1.C. According to the written decision submitted with the Observer's Report, Mr. MacNeil was moved to third (3rd) finishing position in class and placed on a four (4) event probation. Three (3) penalty points were assessed against his competition license. Mr. MacNeil appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on June 20 and 27, and July 5, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Cooper MacNeil, received June 12, 2012.
2. Official Observers Report and related documents including a video from Mr. MacNeil's car, received June 12, 2012.
3. E-mail statement from John Peterson (CS), received June 25, 2012.
4. E-mail statements from James Green (CSOM), received July 3 and July 5, 2012.

FINDINGS

In his appeal Mr. MacNeil asserts that the actions by the SOM were not in accordance with the 2012 GCR. Specifically he questioned:

- the timeliness of the protest
- the delay between the end of the race and notification by the SOM that he had been protested
- the severity of the penalty
- the SOM advisory to him that they had used the "2012 National Minimum Penalty Guidelines" in arriving at their assessment and the Guidelines are silent on penalties for "blocking"
- that he was not provided with the written SOM ruling following the decision.

In the course of its investigation, the Court found the following:

1. The CS failed to complete the acceptance section of the Protest form leaving it blank. The CS indicated he posted the time of filing in the upper right hand corner and initialed same which the COA found and acknowledges.
2. Mr. Moore did not enter Mr. MacNeil's name in the protested driver section on the protest form and Mr. MacNeil's address was not listed. The information was not added as part of the hearing.
3. The SOM failed to enter the date and time they received the protest from the CS. Both the CS and the SOM chair stated in follow up testimony that the form was delivered to the SOM within minutes of being accepted by the CS.
4. According to the SOM's written ruling, Mr. MacNeil was moved to third (3rd) finishing position in class. The driver notification portion of the protest decision form also reflects Mr. MacNeil was moved to 3rd in class. According to the scoring sheets from the event, Mr. MacNeil crossed the finish line 3rd in class at the end of the race. The final race results (obtained from the organizing region's website) reflect that Mr. MacNeil was moved to fourth (4th) finishing position in class based on a directive from the SOM.
5. The driver notification portion of the hearing decision form was not sent by the SOM direct to Mr. MacNeil, but to the Club Racing office. The notice was subsequently delivered to Mr. MacNeil at Road America by Joanne Jensen, Chief Steward of the June Sprints. The SOM Chair testified this was done to ensure Mr. MacNeil surrendered his competition license.

The Court spent considerable time investigating these issues to ensure all parties received a full and just hearing. The Court also extensively reviewed the video and written evidence.

The Court determined:

- Although the documents were not correctly annotated with date, time, name, etc., the Court accepts the CS and SOM Chair's testimony regarding filing time and concludes Mr. Moore's protest form was tendered within the timeframe set forth in the 2012 GCR.
- Based on testimony from the SOM Chair and review of the file documents, it is determined the SOM immediately began trying to contact Mr. MacNeil and hold a hearing. The Court determined there was no inappropriate delay in beginning the hearing process.
- Entries on the protest form and decision form were omitted, incomplete, written over, and/or incorrect in multiple places thus casting substantial doubt upon the proceedings and ruling.
- While the Court does not believe the SOM intended to impose a penalty different from their written decision, the improper action and resulting consequences are not acceptable.

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety based on procedural errors. Mr. MacNeil's original finishing position will be restored, the probation penalty is vacated, and all penalty points will be removed from his license. Mr. MacNeil's competition license will be returned to him.

Mr. MacNeil's appeal is well founded and his appeal fee, less the administrative fee retained by SCCA, will be returned.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | July 11, 2012

The Time Trials Administrative Council met via conference call on 7/11/2012 at 7:30 PM CST.

The following members participated:

TTAC Chairman / CENDIV	Tony Machi
NORPAC	Dave Deborde
NEDIV	Matt Rowe
SWDIV	Kent Carter
SEDIV	Joe Oliviera
GLDIV	Jerry Cabe
SOPAC	Roy Mallory
BOD Liaison	Brian McCarthy, Dick Patullo Bob Horansky

Reports

Approval of Minutes (JUNE, 2012) (TONY MACHI)

Brian McCarthy advised that the marketing study was done. It was noted that none of the Council members were talked to about the various program within time trials.

Old Business

Operations Manual: Dave Deborde has setup the basic manual. The rest of the council will review to determine any additions that may be needed. Council hopes to have the final draft in place by November meeting.

Drop down tab on National Web site: the council had more discussions as the difficulty in finding information about Time Trials on the National website.

It was noted that the pop-up "What can I do with my car does not mention Time Trials.

New Business

1.Strategic Plan the Council is working on a strategic plan that looks toward maintaining the program and growth. Tony Machi submitted a first draft. The Council will review and make changes. The goal is to have it to the Board of Directors by the November meeting.

2.Discussion was had on several topics that administrators felt needed to be addressed.

a) Marketing tool:(Dan Goodman-RMDIV) What we do here for maintaining pdx/CRT is direct marketing to the folks that have attended in the past, then try to get them to bring a friend. In addition we offer a free pdx session for workers. For growth we try and tap into the autocross market - very strong here. Last time we used a half price deal for them. This worked well and reacquainted some folks with the program.

Worker incentive works very well in the SEDIV at Road Atlanta.

b) What is the best procedure for signing off a Time Trials Driver's Log Book so that the driver gets credit toward his Club Racing competition license? Book states Chief Steward and Chief Instructor need to sign this book at each event. Is this the correct procedure? (Chuck DeProw- MIDDIV)

The consensus of the Council was that it should be sign by the Chief Steward of the event with input from the Chief Instructor.

c) Matt Rowe-NEDIV reported he had to send some volunteers home for having alcohol present and open at a corner station at a recent NEDIV event. The problem was made more difficult because the TTR doesn't address the use of alcohol. After discussion it appeared that there is currently no reference to the use of alcohol or drugs in the TTR at any level.

Motion by Rowe, seconded by Olivera that based on *errors and omissions* that all levels of the TTR be amended to add the following language to the section entitled "General Event Guidelines" (generally found in Section 3 of the rules):

3. GENERAL EVENT GUIDELINES

****.** *Alcoholic Beverages, Narcotics, and Dangerous Drugs*

1. *No driver, entrant, or crew may consume alcohol until all practice, racing, or track time for his group is finished 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. Alcohol may not be consumed until after all the day's on track activities are concluded.

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 Chief Steward, Safety Steward, or the Chief of an official's specialty*
- *may be removed from the grounds by the order of the Chief Steward or Safety Steward.*

As a condition of continued participation and/or retention of any SCCA license, the participant may be required to submit to such testing procedures that 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.

Passed unanimously

It is noted that this is an adaptation of the same rule that is in place in the GCR for Club Racing

Minutes submitted by: Tony Machi - TTAC Chairman

Comments regarding items addressed in these minutes should be directed to timetrials@scca.com

SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 27, 2012

The Solo Events Board met by conference call June 27th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Brian McCarthy of the BOD; Doug Gill 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.

COMPLIANCE

- The SEB and Staff are exploring options for additional penalties to be imposed for rule violations which involve tampering with electronic control units.

SAFETY

- The following clarification has been provided by the SSC, in response to inquiries from event organizers with regard to who may be on course: modify the first portion of 2.2.M (preceding "The Solo Safety Steward shall...") to read:
*"All non-participants, and participants **not currently assigned to be working**, must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish areas. Unless protected by substantial barriers, non-participant areas must be roped off. **Only assigned workers may be on the course unless specifically authorized by the SSS. Course workers may be positioned in areas without barriers.**" (#8699)*
- The SSC and SEB have reviewed the following items, and thank these members for their input:
 - Roll bar / cage comments: #7734, 7735, 7741, 7747, 7748, 7759, 7762, 7776, 7853, 8007, 8265, 8266, 8321

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- Section D.7 of the Supplemental Regulations has been revised to read as follows:
*"7. A minimum of five minutes must have elapsed between runs for any car. This includes reruns or runs for another driver of the same car. A Grid official will be specifically assigned to handle two-driver cars and will keep a time log to assure compliance with the five-minute minimum between runs. The time shall be measured from the time the car returns to its assigned Grid space until the time that Grid personnel direct it to the Start line for its next run.

It shall be noted that the five minute interval is a minimum; additional time between a car's runs is permissible but less is not." (#8317)*
- The following has been added to the Supplemental Regulations:
"Formula SAE cars powered by an electric motor(s) and Formula Hybrid cars will be allowed to participate provided they comply with the safety requirements of the Solo Rules. See Section 18.5 of the Solo Rules for requirements for FSAE cars. Electric and hybrid cars will run for exhibition only, will be scored separately, and are not eligible for trophies in the FSAE class."

AWARDS

- Nominations are requested from the membership for the Solo Cup and Driver of Eminence awards. Descriptions of these awards and lists of past winners may be found in Appendix K of the Solo rule book.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - #7703, 8252, 8253; BRZ classing. This car was classed in last month's Fastrack, Tech Bulletin #1.
 - #8153, Porsche strut top allowances.

STREET TOURING

- Vacancies exist on the Street Touring Advisory Committee (STAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #7213, 7224, 7981; motor mount comments
 - #7881, 7884, 8074, 8385, 8421; tire comments
 - #7900, 7901, 8102; catalytic converter comments

STREET PREPARED

- The following rule change proposal has been provided by the SPAC and is published here for member review and comment:

- Add new subsection L to 15.8 as follows:

L. Steering stops may be added provided they serve no other purpose. This does not permit modification of the steering column. (#8456)

- The SPAC has provided the following proposed set of reclassifications and listing modifications for member review and comment:

- Current listing items:

DSP

BMW

3 Series (16v, NOC)

Chevrolet, Pontiac, Buick, Oldsmobile, & Geo

Storm GSi (1985-89)

Fiat & Bertone

X1/9 (all)

Toyota

Corolla FX16

Volkswagen

Corrado (all)

Golf & Jetta (VR6)

FSP

BMW

318i (NOC)

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

Storm (12v, base model) (1989-93)

Ford

Focus SVT

Focus (NOC)

Mazda

323 (non-turbo)

Protégé (1989-98)

Protégé (1999-2003)

Toyota

Corolla GTS (AE86) (1984-87)

Corolla GTS (AE92, FWD) (1990-91)

Volkswagen

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (8v, A1 chassis) (1975-92)

Scirocco (16v)

Golf & Jetta (8v, A2 chassis) (1985-93)

Golf & Jetta (16v, A2 chassis)

- Proposed listing items:

FSP

BMW

318i & 318is (E30 chassis)

318i, 318is (E36 chassis)

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

Storm (all)

Ford

Focus (all) (1999-2007)

Fiat & Bertone

X1/9 (all)

Mazda

323 non-turbo (1986-1989)

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

Protege (1995-1998)

Toyota

Corolla FX16

Corolla GTS (all) (1984-91)

Volkswagen

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (all, A1 chassis) (1975-92)

Golf & Jetta (all, A2 chassis)

Corrado (all)

Golf, Jetta (VR6, A3 chassis)

Golf, Jetta (VR6 NOC, A4 chassis)

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #7517, 7521, 7685, 7731, 8428; FSP comments. A related proposal appears elsewhere herein.
 - # 8376; aero proposal comments
 - #8457, 8458, motor mounts

STREET MODIFIED

- Vacancies exist on the Street Modified Advisory Committee (SMAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The SEB continues to monitor SMF participation, and anticipates recommending it to the BOD for National class status in 2013, pending continued high and increasing participation numbers for the remainder of 2012.

PREPARED

- The PAC and SEB have reviewed the following item, and thank this member for the input:
 - #8407, XP weights. This subject was addressed in a previous proposal published in response to item #7239 (July Fastrack).

MODIFIED

- The MAC and SEB have reviewed the following item, and thank this member for the input:
 - #7587, Solo Vee comments

KART

- The KAC has provided the following rule change proposal for member review and comment (#8728):
 - Change 19.2.A.1 to read as follows:

19.2 FORMULA JUNIOR

A. CLASSES

1. Junior A (JA)

a. AGE: 12 years to 18 years

b. ENGINES:

1. Briggs & Stratton Raptor

A. FUEL: *Gasoline*

B. WEIGHT: *275 lbs*

C. OTHER: Balanced and blueprinted engines are allowed, but no Controlled Stock, Modified, Limited Modified or Open Motors

2. Yamaha KT-100, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal

A. FUEL: Gasoline and oil

B. WEIGHT: *315 lbs*

C. CARBURETOR: Walbro WB3A

D. EXHAUST: RLV SSX-V (4-hole)

3. Briggs & Stratton World Formula: As homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).

A. FUEL: Gasoline

B. WEIGHT: 285 lbs

C. Battery may be removed

D. Older versions of the Briggs & Stratton World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system (Briggs & Stratton part # 557127).

4. Rotax Mini-Max

A. FUEL: Gasoline and oil

B. WEIGHT: *315 lbs*

NOT RECOMMENDED

Stock

- #8293, move TT Quattro to GS. The SAC believes this car meets the competitive philosophy of DS.
- #8515, Mustang/Camaro move to DS. The SAC believes the previous generations of the V8 Mustangs and Camaros meet the competitive philosophy of FS at this time.

Street Touring

- #6234, Boxster in STR. The STAC believes this would negatively impact the competitive balance in the class.
- #7623, displacement allowance. The STAC does not believe this change is necessary.
- #7684, 8080, 8236, radiator allowances. The STAC does not believe these changes are consistent with the preparation philosophy of the category.
- #7690, 8375; steering wheel changes. The STAC does not believe these modifications are consistent with the preparation philosophy of the category.
- #7737, Kia Rio classing. The STAC does not believe this car is within the performance parameters of the STF class.
- #7802, 7804, steering wheel from different model. The STAC does not believe this is consistent with the preparation philosophy of the category.
- #8146, brake proportioning valve. The STAC does not believe this is consistent with the preparation philosophy of the category.
- #8294, oil windage tray. The STAC does not believe this is consistent with the preparation philosophy of the category.
- #8381, Sentra move to STF. The STAC does not believe this car is within the intended parameters of the STF class.

Street Prepared

- #8234, camber plate usage. There is no allowance for additional modifications to the center clearance hole. The SPAC does not believe such an allowance would be desirable.
- #8459, sunroof conversion. This subject was also covered in the June Fastrack.
- #8464, supercharger pulley changes.

Formula Junior

- #7318, 7393, 7856; FJ spec engine. The KAC continues to look at data related to this subject.

- #8432; 80cc kart class. The KAC feels this could dilute current participation, and the engines are now exceedingly rare; it is not recommended to create a separate class for this engine.
- #8482; FJ engine ban for Rotax. At this time, the KAC does not feel banning the Rotax would be appropriate. This engine package is popular in different parts of the country for wheel to wheel racing and the committee feels it should be an option.

TECH BULLETINS

Road Tire

1. Effective immediately upon publication, after consideration of member input the SEB has amended the specifications for the Road Tire supplemental classes such that the minimum treadwear rating is 180. (7918, 7945, 7953, 7986, 7995, 8004, 8014, 8020, 8026, 8030, 8032, 8051, 8083, 8100, 8115, 8214, 8283). The SEB believes that a higher treadwear rating for RT than for ST is consistent with the differences in levels of preparation.

Stock

2. Errors and Omissions: Per the SAC, the previously-published item (Tech Bulletin #2, July Fastrack) regarding the Mustang Shelby GT500 was incorrect in that the 2007-2012 is in BS, while the 2013 is intended to be in AS. Thus the correct new listing item should have read:

Ford Mustang Shelby GT500 (2013) *AS* (#8255)

3. Per the SAC, the second paragraph of 13.4 is clarified as follows:

“Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, *valve stems (including pressure-relief type)*, and/or bolt length may be changed.”

Street Touring

4. Per the STAC, the following new listings, effective immediately upon publication, are added to Appendix A:

Volkswagen Golf/Cabrio 2.0 8V (1999-2006) *STF* (#6932)

Volkswagen Corrado (all) *STX* (#7619)

Subaru Impreza 1.8L FWD (1993-1996) *STC* (#7637)

Note: The STAC does not believe this model fits within the intended parameters of STF.

Subaru Legacy (1990-1994) *STC* (#7651)

Note: This provides specific classing which matches the current NOC catch-all, to allow the car to run National-level events.

Hyundai Genesis 2.0 turbo (2010-2012) *STX* (#8217)

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

“Any *OE OBDII (or newer)* communications port functionality must remain.” (#7578)

Note: In addition to the previously published clarification (in the April Fastrack) regarding the use of the word “standard” to mean “OE”, this further refines the application to OBDII and newer systems only. Earlier systems (sometimes called OBDI), as well as proprietary car-specific ports, are not required to operate as designed. The committee’s rationale is that OBDII cars are typically smog tested by plug-in checks, while earlier vehicles are tested using a tailpipe sniffer. The goal is to minimize any performance advantage that a “trailer queen” could have over a daily driver in a smog-checked area (excepting CA). Additionally, this limits stand-alone units masquerading as piggybacks.

6. Per the STAC, add to 14.8.A prior to the final sentence:

“Coil springs may incorporate spring rubbers.” (#7693, 7694)

7. There is no allowance in the ST rules for the addition of heat shields to the body. (#7764)

8. The allowances of 14.9.A do not permit the shortening of a battery cable in conjunction with a battery relocation. (#7786)

9. Tech Bulletin #6 in the April Fastrack, in response to item #6978, addressed the question of non-OE engine management sensors (#7787)

Street Prepared

10. Per the SPAC, the following new listing, effective immediately upon publication, are added to Appendix A:

Subaru Impreza 2.0i (2012) *FSP* (#7522)

Chevrolet Camaro ZL1 (2012) *ASP* (#8327)

Fiat 500 Abarth (2012) *DSP* (#8350)

11. Per the SPAC, there is no requirement that anything be used to replace the air conditioning condenser when the a/c system is removed (as allowed by 15.1.E), so any substitute ducting could be used to connect the blower to the heater provided it serves no other purpose. This could be considered comfort and convenience. (#8167)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | July 5, 2012

The RallyCross Board (RXB) met via conference call July 5. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Stephen Harris and Todd Butler, BoD liaisons, and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Bob Ricker): Bob Ricker sent the Safety Steward Training presentation to RXB for review. Ken Cashion requested that the RXB quickly provide any feedback to Ricker. Some changes will be made regarding incident reporting. The PowerPoint presentation should be ready for use by the membership within a week.

Ricker is working to get a Safety Steward licensed in the Indianapolis Region so that the Region can sanction events without the need of out-of-Region Safety Stewards.

The RXB is considering the use of Safety Steward trainers in cases where Divisional Stewards may not be licensed Safety Stewards. The Rocky Mountain Division is one such case. Ken Cashion requested that Karl Sealander contact Tommy Kilpatrick to arrange a training session where the Rocky Mountain Divisional Steward would be a Safety Steward trainee.

- RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that the Tuner Class proposal is ready other than it needs to be typed up. At that point it will be forwarded to the RXB for review.

The rules proposal deadline is past and the Committee is considering the following submitted proposals:

- Dress-up and convenience items allowed in Prepared, such as audio systems
- Oil coolers allowance in Prepared
- A reworking of tire allowances
- Camber adjustment allowance in Prepared for vehicles with double wishbone suspensions
- Adjustments to allowances on shocks in Stock.

Highlighting of the mandatory sections will be incorporated into the 2013 RallyCross Rules (RXR).

Tire size allowances in Stock have been questioned at the forums. The RallyCross Rules do not state that a competitor in Stock may deviate from the OEM tire size. The general consensus of the RXB is that the intent of the rule is to allow any size tire that fits the rim and that doesn't interfere with body or suspension parts. Brian Harmer suggested adding the word "any" to the rule would fix the confusion. The committee will clean up the language for the 2013 RXR. Todd Butler suggested using a Tech Bulletin to clarify the rule in the meantime.

The SCCA and Rally America are discussing the running of an SCCA RallyCross in conjunction with a Rally America event. The first possible date would be November 17th in New Jersey.

- National Championship Committee (Brent Blakely): Brent Blakely summarized progress of National Championship planning. The schedule and worker positions are being filled.

RXB consensus is for a larger event tent this year. Brian Harmer and the national staff will work to find one.

Brian Harmer requested that entry payments for the National Championship be processed the Monday prior to the event rather than at the event. This practice would avoid payment problems normally encountered. Harmer also requested that the event avoid cash transactions at the event.

Information to meet the TripleCross Award requirements will be needed prior to the National Championship. Blakely will work with the National staff to send out emails to all registered competitors prior to the event requesting information about 2012 victories at Regional and Divisional events.

- Marketing Committee (Ron Foley): Ron Foley is continuing to search for RallyCross videos without music for posting at the SCCA website.

Foley is also working to get all results posted from past 2012 National Challenge events.

- Divisional Steward Liaison (Stephen Hyatt): No Divisional RallyCross Stewards meeting was held last month due to Jerry

Doctor's illness.

Work continues towards a replacement for the Southwest Division Steward. The current Steward has chosen an individual as a replacement. Hyatt will make the necessary contacts to get the replacement process underway.

Stephen Hyatt is encouraging all Stewards to choose a deputy as soon as possible. Recent events have accentuated the need to have a deputy steward program in place in each Division.

Recent discussions of the volunteer incentive program have suggested that it could be as simple as year-end accolades in public forums such as *SportsCar* magazine.

- Forum Activity: Some discussions at the forums have included Stock tire size allowances and numbering protocol at the National Championship.

Old Business

- Indianapolis Region scheduling: The scheduling conflicts, which were brought about in part from a lack of a Safety Steward in the Region, are practically resolved as Bob Ricker is working towards licensing a Safety Steward there. Steve Harris has been involved with the Region to resolve the issue and feels their program will be strong and cooperative in future. Ron Foley suggested that it might be time to have scheduling rules in place.
- Class champs list: Ken Cashion will gather the necessary information by next meeting.
- RXB Chairman successor: Ken Cashion will accept another two-year term as Chairman. A co-chairman is deemed not necessary by the RXB. Bob Ricker suggested that preparing a successor during last year of the term would be a good practice.

New Business

- I-80 Speedway availability: Howard Duncan sent an email to the RXB suggesting that the I-80 Speedway would be a good successor to Tulsa site. Its ownership would be amenable to hosting a National Championship and would work well on the planned 3-year rotation schedule. The site seems to hold up well to degradation, which would allow more runs with fewer course changes.
- Jerry Doctor's condition and replacement: Jerry Doctor is in long-term care and has requested that the RXB find someone to take his place as Midwest Divisional RallyCross Steward and Chairman of the stewards group. The RXB discussed several possible individuals for the two positions. Ron Foley will make those contacts at the Divisional level and Stephen Hyatt will work with the Divisional Stewards to appoint a new Chairman.
- Attendance at National Challenges: In the email to the RXB from Howard Duncan, he noted seemingly low average attendance to the National Challenges so far in 2012. He suggested reducing the number of Challenge events for 2013 and incorporating National office support for those events. The RXB discussed the situation and the options. The general sentiment of the RXB is to give the current formula a chance, but that there should also be careful examination of RallyCross statistics and demographics before making a decision. Feedback from the Divisional RallyCross Stewards at end of the season would be helpful. Howard Duncan will be on the next RXB meeting agenda to discuss the proposal further.
- National numbering 1-99: Car numbering at the National Championship has been questioned on the forums. Registration is currently set up for no duplicates of any one number across all classes. Brain Harmer proposed that the numbers 1-99 used for the first driver with the second driver adding 100. This would be applied to each class, allowing duplicate numbers between classes. After much discovery discussion, the RXB agreed to leave the car numbering as it is currently set up in registration (no duplicates of any one number across all classes), and then after the event discuss the possibility of making the numbering changes discussed above.
- Regional programs conference call: Stephen Hyatt proposed the idea of hosting a large conference call with all Regional program directors on a semi-annual basis. Discussion of the proposal is tabled until the next RXB meeting.

Next meeting: August 1, 2012

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | June 5, 2012

The RoadRally Board met via conference call on June 5, 2012.

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

1. May Minutes approved (Hanson/Ames).
2. National Committee Report – Clarence says nothing to report. Chuck has 8 teams for his two nationals.
3. Regional Committee Report – Len Picton volunteered. Chuck says we should invite Wendy Harrison, esp on GTA committee. No other known volunteers.
4. Rich Bireta's Rally Growth document: Should we publish it? in full? in part? Eva says that if we publish in full, we are likely to get mostly nit-picky feedback. We want to solicit helpful suggestions, not criticisms; present as "This is a collection of ideas. We are soliciting ideas. Growing is a priority for the RRB." We need to keep things focused.
Steve Harris addressed strategic plans, saying they are living documents that change with input, that things get added and deleted, it should be a path to achieving goals; this Rally Growth document has ideas, but doesn't address the challenge of getting non-rally SCCA members and get non-members engaged; we need to think globally -- how do we bring in people through road rally? Where do we start? How make the rally program more visible to other programs and non members? Suggestion – Put an article about the Richta App in *Sportscar*.
How much of the Rally Growth document to publish? Rich/Sasha, move that pages 2 and 7 be stricken and the remainder of document be posted on the SCCA Forum. We are asking for additional ideas per page 20. Vote results - 4/1 in favor; Rich will give Eva the edited version, Jim will write what will go with it. Additional motion: Eva/Jeanne, move to post as four main topics (per page 3) in addition to full document; approved.
5. New business: none
6. Old business: tracker program installed by our next meeting, Jim will have training document for us, will post it in the DropBox when ready.
7. NORPAC steward – nothing to report; Eva will refresh/repost.

Meeting adjourned at 8:32.

Respectfully submitted,

Jeanne English, RRB secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

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

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

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

RALLY

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

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

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/events/index.cfm?eid=4495>

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