

BOARD OF DIRECTORS

SCCA Board of Directors Minutes | August 6, 2012

SCCA Board of Directors held a conference call Monday 6-August 2012 commencing at 7PM CDT.

Directors participating were: Dick Patullo, Jerry Wannarka, Robin Langlotz, Steve Harris, Bob Lybarger, Lisa Noble, R. David Jones, Bill Kephart, Brian McCarthy, John Walsh, Phil Creighton and Todd Butler. Michael Lewis was unable to attend due to travel. Wannarka as Chair carried proxy vote for Lewis. Jeff Dahnert, President and CEO and Terry Ozment, Vice President of Club Racing also participated in the call.

The meeting was called to order at 7PM by Chairman Wannarka.

Creighton briefed BoD on concerns and issues happening in SE Division's TTAC program. One issue is personnel related. The other issue is bringing TTAC program responsibilities and delegation of responsibilities into alignment with other Club elements such as SEB and CRB. Staff supported the delegation of responsibilities.

Motion: Creighton/Langlotz. To remove the current TTAC Representative for the SE Division (Joe Olivera). Approved, Unanimous .

Motion: Creighton/Langlotz. Appoint Craig Farr as TTAC Representative for SE Division as interim for the rest of the term ending Dec 31, 2012. Approved, Unanimous.

Motion: Creighton/Harris. To ask the TTAC to restructure their Divisional Representative Qualification so that the TTAC Representative and the Program Manager(s) function for a Division may be separated. Approved, Unanimous

Lybarger and Harris briefed the BoD on current status and activities of Road Rally program and RRB. Current RRB chair Jim Wakeman has resigned.

Motion: Lybarger/Harris: Approve Rich Bireta to replace Jim Wakemen as Chairman of the Road Rally Board effective immediately. Approved, Unanimous.

The Board of Directors wishes to thank Jim Wakeman for his years of service on the Road Rally Board.

Butler/Harris briefed BoD on the current status of RallyCross and specifically the RXC BoD. There was a unanimous request to replace two RXC Divisional Stewards. Both stewards resigned their current positions due to various personal reasons.

Motion: Butler/Harris: Approve the recommendation of the RallyCross Board to appoint Damon Cuccia for the position of Southwest Division RallyCross Steward replacing Jim Miller and that the BoD also approve the recommendation of the RallyCross Board to appoint Jim Rowland for the position of Midwest Division RallyCross Steward replacing Jerry Doctor. Both recommendations effective immediately. Approved, unanimous.

The Board of Directors wishes to thank Jim Miller and Jerry Doctor for their years of service in RallyCross.

Patullo reviewed the clarification memo that will be circulated to membership regarding the treatment of STL at the Runoffs. STL will run with STU at the Runoffs. STL will not be crowned a class specific national championship for 2012 but they will be honored with a separate podium ceremony to recognize their Runoffs event achievements. No issues raised, agreement that this is as discussed by BoD previously.

Kephart gave an update from the Planning committee which has held multiple meetings. Director of Club Racing, Butch Kummer was hired and rapidly coming up to speed on the program. Learning from 2012 Majors pilot is being factored into the 2013 rollout. Majors will be 4 zones going forward not 3 as previously discussed.

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Wannarka/Noble to discuss with SCCA Inc. staff and SCCA Pro on possible clarification of statements regarding technical clarification for car preparation rules.

Harris attended a National Solo Tour event and was very impressed with the organization and event.

Motion: Kephart/Lybarger To adjourn. Approved, Unanimous.

BoD Meeting concluded 7:40PM CDT.

CLUB RACING BOARD

SCCA Club Racing Board Minutes | August 4, 2012

The Club Racing Board met face-to-face on August 4, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, 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; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Ryan Miles, Technical Coordinator, Club Racing. 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

1. #7814 (Terry Ozment) Insurance Waiver for Alternate Driving Schools

Thank you for your letter. In Appendix C, add new item 2.7.E.5.d: *The driving instructor for the alternate school may witness participating student(s) sign the SCCA insurance waiver for that event.* Then change subsequent items in 2.7.E.5 from d., e., f., to: *e., f., and g.*

2. #7829 (Richard Templeton) Split Start

Thank you for your letter. Here is the recommended language which is intended to deal with the situation when a car in one segment of a split start cannot leave the grid when his segment is released but can begin before the next segment is released. This would enable that car to start at the back of his segment rather than having to wait until the end of the field.

In 6.5.2.D.6 add: *A driver in one segment who is unable to leave the grid when directed but is able to get underway before the first car in the next segment is released, may join the back of his segment at the direction of the Grid official. Otherwise, he relinquishes his grid position and will be held until the end of the last segment. For the purpose of 6.4. and 6.5.1., the field is defined as all segments.*

Formula/Sports Racer

FF/FC

1. #5636 (Formula/Sports Racer Advisory Committee) FF/FC Rules Re-write and Combination

The FSRAC submits the rule set found at: <http://www.scca.com/clubracing/content.cfm?cid=44472> as a proposed rule set for FF/FC in 2013. The CRB is actively seeking feedback on this proposed rule set. Please send all feedback through the CRB letter system at crbscca.com.

Grand Touring

None.

Improved Touring

None.

Super Touring

STO

1. #8811 (John Slinkard) Turbo Charger Custom Parts Kit Numbers

Add to notes for the Honda S2000 in STO: *May use:*

1. *SST Racing Turbo Kit (roadrace) #sktur-rr*
 - a. *Precision Turbo 505-5858b/505-5558b, or*
 - b. *Garrett Turbo 803713-1/803712-1*
2. *SST racing exhaust manifold (roadrace) #s2kman-rr*
3. *SST racing intercooler pipe kit #s2kicp-rr*
4. *SST racing down pipe #s2kdp-rr*

STU

1. #8975 (Club Racing Board) Adjust Lotus in STU (REC Portion of 8740)

In Table A. Alternate Vehicle Allowances, STU, for Lotus Elise SC1 Lotus Exige SC, change Notes: ~~Open pulley and injectors; OEM camshaft lift at 2400 lbs. Stock SC pulley, and injectors permitted at 2200 lbs.~~ *Minimum Supercharger pulley of 2.7" diameter is allowed.*

STL

1. #8756 (ST Committee) Disallow Compression Over 11:1 in STL (TB part is 8990)

Change 9.1.4.3.D.5: 5. Compression ratio is limited to 11.0:1. ~~If an STL-eligible car has an~~

~~OEM compression ratio higher than 11.0:1 the vehicle may retain~~

~~the OEM compression ratio.~~

Production

None.

American Sedan

None.

Spec Miata

None.

Sports Racing

None.

Touring/SS

None.

WHAT DO YOU THINK?

None.

MEMBER ADVISORIES

None.

NOT APPROVED BY THE CRB

GCR

1. #8308 (Jim Creighton) Running Lights Required for ALL Cars

Thank you for your request. For those classes where rear running lights are not required, competitors may run them if they choose to. The CRB has no plans to mandate that all cars must run them.

2. #8310 (GCR Committee) Event Level E&O

Thank you for your letter. The CRB feels this can be handled within the current COA process and that no modification to the GCR is needed.

3. #8441 (John Havnen) Allow Alternate Roll Cage Designs

Thank you for your request. Please build your roll cage to the specifications in the GCR so that it will be compliant at any SCCA event. The SCCA does not issue waivers for alternate designs.

4. #8574 (Ted Johnson) accountability of advisory committee and crb officials

Thank you for your letter; however, there are sufficient controls and language in the SCCA Operations Manual to address your concerns.

5. #8856 (Richard Crowell) Allow Remote Fillers on OEM Fuel Tanks

Thank you for your letter. In classes that allow OEM fuel tanks, the entire fuel tank system must remain stock (OEM). The CRB has no plans to allow modifications to stock fuel tank systems.

Formula

None.

Grand Touring

GT

1. #8437 (Peter Zekert) Allow Taller Rear Spoilers in GT2/3/L.

Thank you for your request. The CRB has no plans to increase rear spoiler height in the GT classes.

GT2

1. #8643 (James Rogerson) Add Alternate Transmission Options

Thank you for your request. The CRB has made recent performance enhancements for the Panoz and plans to monitor these changes before considering additional changes to the Panoz spec line.

Improved Touring

ITR

1. #8798 (Dale Lagasse) Classify the 1985 Mustang.
Thank you for your request, however, this car exceeds the performance potential of ITR.

ITS

1. #8418 (Rory Osborne) Allow Non-Metallic Sunroof in IT
Thank you for your request, however, your request is not consistent with class philosophy.

ITA

1. #8433 (Mitch Schwartz) Differential Housing Rule (9.1.3.D.4.a) Change
Thank you for your request, however, your request is not consistent with class philosophy.

IT

1. #8816 (Mike Ogren) Rescind the Fuel Test Port rule for Regional Races.
Thank you for your input. The CRB has no plans to change this rule.

Super Touring

None.

Production

1. #8801 (Michael Ogren) Air Dam/Screen, Simplification
Thank you for your request. The PCS currently allows certain holes in the body work that are created by the removal of headlights, bumpers, etc. to be covered with solid panels or screen. However, if the holes exist in the stock configuration of the car and are not the result of the permitted removal of components they must remain, subject to permitted coverage by air dams, bumpers/replicas, etc.

American Sedan

1. #8566 (Jerry Hooten) Allow Aftermarket K Member
Thank you for your request. The 2013 proposed American Sedan ruleset for both Full and Restricted Preparation cars allows any oil pan or motor mounts which should solve your problem with the K-member interfering with the stock oil pan. The CRB has no plans to allow alternate K-members for any American Sedan car.

2. #8679 (B. Thomas Himes) Edelbrock Cylinder Head Specs (Define Max Port Volumes)
Thank you for your request. The CRB has no plans to list the Edelbrock Aluminum head port volumes in the American Sedan rules because the manufacturer has not agreed to provide that information officially to the SCCA.

3. #8742 (Ted Johnson) Separation of Restricted Prep and Full Prep cars
Thank you for your request. The CRB has no plans to split or create two American Sedan classes.

4. #8743 (Ted Johnson) Power to Weight Ratio
Thank you for your request. The CRB has no plans to use power to weight ratios for SCCA's American Sedan class for any purpose.

Spec Miata

None.

Sports Racing

None.

Touring/Showroom Stock

T2

1. #8548 (William Moore) Restrictor Plate/Weight
Thank you for your input. The car is classified correctly.

SSC

1. #8734 (Mark McCaughey) Proposed Restrictor Sizes and Weight Celica GTS
Thank you for your request. The car is competitive as classed.

PREVIOUSLY ADDRESSED

GCR

1. #8847 (Terry Ozment) Accept VDCA Vintage Licenses
This request was handled in RM 12-07.

Formula

None.

Grand Touring

None.

Improved Touring

None.

Production**FP**

1. #8775 (Bob Maples) Classify the BMW E30 318is in FP for 2012
This was taken care of in Racing Memo RM 12-06.

American Sedan

None.

Spec Miata

None.

Sports Racing

None.

Touring/Showroom Stock

None.

NO ACTION REQUIRED**GCR**

1. #8144 (Tracey Gauper) Credit Toward License Novice Permit vs. Regional
Thank you for your question. The two different ways license race credits are administered for fully licensed competitors versus Novice Permit holders is deliberate. The Club wants Novice Holders to experience full race sanctioned events as part of their learning process, and optimally that can occur on separate weekends. Fully licensed competitors will have already received those learning opportunities in their prior racing career.

2. #8302 (GCR Committee) CoA's Ability to Increase or Change a Penalty

The rule allowing the Court of Appeals to nullify, mitigate, affirm, increase, or impose a different penalty (GCR 8.4.5.A.1) enables it the latitude to respond appropriately and in proper proportion to any matter presented for consideration. The question was raised regarding the Court's ability to increase a penalty. When, for example, the SOM give an offending driver a mild penalty and the offended driver appeals, the CoA needs the ability to increase the penalty if that is appropriate. Or, when non-compliance rises to the level of deliberate cheating, the CoA needs to be able to increase a penalty. This is an authority which is traditionally exercised only sparingly.

Many Stewards enumerate the full list of potential outcomes when counseling parties with respect to the appeals process. A potential unintended consequence is that a competitor might interpret the explanation as a veiled threat which might dissuade him from appealing. This is a training issue which was referred to the Chairman of the Stewards' Program and the Executive Stewards on their July conference call.

3. #8361 (Fred Cummings) Rule Clarification

Thank you for your comments. The distinction is between refusing to submit to impound inspection versus refusing to allow teardown in the event of a mechanical protest, RFA, or CSA. The first situation is the base level which is more easily handled by an RFA or CSA but the second is a higher level circumstance which merits an automatic penalty. The other category of automatic penalties is in true spec classes where a premium is placed on cars being as nearly identical as possible.

4. #8403 (Anne Kumor) GCR 5.10.4

Thank you for your letter. GCR 5.10.4.A. does not specify that the Chief of T&S is responsible to make the PA announcement that provisional results are posted, it only requires that a PA announcement be made. Each race organization will manage that process differently and it may be that in some places, the Chief of T&S will make that announcement, but in others not.

Formula

None.

Grand Touring

None.

Improved Touring

IT

1. #8251 (Bowie Gray) Open up Ballast Rules
Thank you for your request. The rule is adequate as written.

Super Touring

STL

1. #8925 (Brian Laughlin) Add STL as a National Championship Class for 2012
Thank you for your inquiry. The Board of Directors decided to allow STL to compete at the Runoffs in 2012, but will not crown a champion until 2013.

STO

1. #8575 (Maurizio Cerasoli) Classify car for STO (Porsche 944 Turbo)
Thank you for your request. Please see letter #8580 (Technical Bulletin)

STU

1. #8820 (Chris Jurkiewicz) Intake Clarification Needed
Thank you for your question regarding throttle bodies in STU. Modification of throttle bodies in Super Touring is not permitted. It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine. The S54 engine is not eligible for STU because it is over 3.2 Liters.

2. #8963 (John DeBarros) Reduce Weight and Restrictor Mazda 6 WC
Thank you for your input. The CRB will continue to monitor the competitiveness of all cars in the class.

3. #8976 (Gino Carini) Reduce Weight 300 lbs on the 2008 Acura TSX
Thank you for your input. The CRB will continue to monitor the competitiveness of case within the class.

Production

1. #8800 (Michael Ogren) Please Make Side Windows Optional
Thank you for your letter. 9.1.5.E.9.a.8.C permits the removal of all side window glass.

American Sedan

1. #8509 (Scott Sanda) Limited Prep Coolers
Thank you for your letter. Add changes to Proposed Rules located at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf>:
Change 9.1.6.D.3.a.5: Transmission coolers are not permitted. *Dry Sump transmission coolers are not permitted.*

Change 9.1.6.D.3.a.11: Transmission coolers may be are permitted. (~~Refer to vehicle specification line~~) *Dry Sump transmission coolers are not permitted.*

Add 9.1.6.D.3.c.9 and 9.1.6.D.3.c.15: *Differential coolers are permitted. Dry Sump differential coolers are not permitted.*

2. #8567 (Jerry Hooten) Just say no to 16X8 wheel rule
Thank you for your request. 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 (98-02) Restricted Preparation: Maximum wheel size 17X9.

3. #8571 (Dwayne Koscielniak) Allow Seam / Stitch Welding in AS
Thank you for your request. The CRB has determined that since the recent roll cage changes, allowing seam/stitch welding for all American Sedan cars will not provide a competitive advantage and will make cars last longer. Add to Proposed Rules located at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf>, 9.1.6.D.7.g.4: *Seam/stitch welding is permitted.*

4. #8601 (Mark Wheaton) 2013 Proposed AS Rule Changes
Thank you for your letter. Fasteners for all American Sedan cars are free; therefore, camber bolts are permitted. See 9.1.6.D.10.a.1 in the rules proposed for 2013.

The CRB has decided not to police ECUs in American Sedan, other than the requirement that the ECU communicate through the stock OBD reader port. The CRB will add to 9.1.6.D.1.c.4, *ECUs must be able to communicate through the stock OBD reader port.*

5. #8615 (Kevin Smith) AS Rules Changes, Specifically 5.a.7
Thank you for catching this. Change 9.1.6.D.5.a.7 in the Proposed Rules located at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf>: Mounting brackets shall be of a ~~ferrous~~ *metallic* material.

6. #8617 (Kevin Smith) Section 7.a.4 Seems to Add a New Restriction

Thank you for catching this. Change 9.1.6.D.7.a.4 in Proposed Rules located at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf>: Any non-metallic fender liners may be used *or removed*.

7. #8620 (Smith Kevin) Request Change to GM Block Min Deck Height

Thank you for your request. In the Proposed Rules located at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf> change 9.1.6.F ENGINE BUILD SHEETS, Block Deck Height: GM: ~~9.0070"~~ **8.9970"**-9.0430"

8. #8621 (Kevin Smith) Request Text on 4 Bolt Bearing Caps Be Moved to Block Section

Thank you for your request. In 9.1.6.F ENGINE BUILD SHEETS change Proposed Rules located at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf>: Move

3. Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.

from the CRANKSHAFT section to the BLOCK section.

Spec Miata

1. #8079 (Bill Agha) Approval of OE Style Front Lip

The author requested that this letter be withdrawn.

Sports Racing

None.

Touring/Showroom Stock

T1

1. #8685 (Chuck Mathews) SCCA Club Racing T1 Class for 2013

Thank you for your input.

T2

1. #8786 (Joey Wang DeFilippis) EVO 8/9 Competitiveness With T2 Mustang

Thank you for your input.

2. #8802 (John Tecce) Adhere To the Rules and Guidelines of the Touring Category!

Thank you for your input. The CRB understands your position. Your suggestions will be taken in consideration for 2013.

RESUMES

1. #7593 (Matthew Green) Renewing Interest in ITAC

Thank you for your resume. The CRB will keep your resume on file.

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2012
NUMBER: TB 12-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 8/31/2012 unless otherwise noted.

GCR

None.

Formula/Sports Racer

None.

Grand Touring

None.

Improved Touring

ITB

1. #4729 (Brooke Fairbanks) Reduce the weight of the 83-88 VW Scirocco II 8V by 181 lbs.
In ITB, Volkswagen Scirocco II 8V (83-88), change weight as follows: ~~2430~~ **2080**

Production

None.

Super Touring

ST

1. #8990 (Club Racing Board) Classify cars in STU and STL (TB portion of 8756)

STU: Add to 9.1.4.2 Table A. "Alternate Vehicle Allowance"

Vehicle/Displacement/Weight/Notes

Scion FR-S/2000/Chart/4U-GSE engine may use OEM 12.5:1 compression ratio

Subaru BRZ/2000/Chart/FA20 engine may use OEM 12.5:1 compression ratio

STL: Add to 9.1.4.3 Table A. "Alternate Vehicle Allowance"

Engine/Displacement/Restrictor/Notes

Toyota 2ZZ-GE/1796/none/May use stock 11.5:1 compression ratio.

□

STO

1. #8580 (Maurizio Cerasoli) Corection to previous request sent 944 turbo

In STO, classify the *Porsche 944* with a displacement of *2500cc* at *2700 lbs.* Notes: *May use Jayco super 50 Turbo.*

2. #8746 (James Spurling) Please class the BMW Z3 in STO

In STO, BMW E46 M3 & E36, add the *BMW Z3* to the spec line.

STU

1. #8740 (ST Committee) Adjust Lotus in STU (REC Portion of this letter is 8975)

In STU, Lotus Elise SC / Lotus Exige SC, make the following changes:

Weight: ~~2400~~ **2200**

American Sedan

None.

Spec Miata

None.

Touring/Showroom Stock

T2

1. #8688 (randy tauro) restrictor plate - 370 Z

In T2, Nissan370Z(09-11) /370Z NISMO Edition(09-11), change the restrictor as follows:

(2) ~~40mm~~ **50mm** flat plate restrictors required.

2. #9008 (T-SS Committee) Alter Camaro restrictor verbage.

1LE-SS Track Pack permitted, Tower Brace 22756880, oil-air separator 12653074, Single Inlet Restrictor 57 mm(max) ID x .060" +/- .005", must be placed in the front of the factory throttle body manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.

T3

1. #8479 (david mead) restore 275 max tire size

In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change notes to read:

H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) permitted at 3400 lbs. and **MAX** tire size ~~245~~ **275**.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Martin Musial vs. SOM COA Ref. No. 12-08-CN

August 2, 2012

FACTS IN BRIEF

On June 17, 2012 at the June Sprints, Cooper MacNeil, driver of car #75 T2, filed a protest against car #09 T2 (Mitsubishi Evolution X) driven by Martin Musial, asking that the inlet restrictor size be verified and that various components be examined and compared to a stock unit:

- turbo inlet restrictor
- turbo inlet housing
- turbo inlet impellor
- turbo exhaust impellor
- turbo exhaust housing
- exhaust manifold

The protest was timely and filed properly.

The Stewards of the Meeting (SOM), Lin Toland, Sarah Bonnier, Ron Poth, Steve Smith and Earl Hurlbut, Chairman, held a hearing and set a bond of \$930. Various parts were removed from the car by the driver. They were impounded by the SOM and delivered on June 18, 2012 to the SCCA National Office in Topeka for examination.

John Bauer and Ryan Miles of the SCCA Technical Services department measured the inlet restrictor and found it to be compliant with the 2012 General Competition Rules (GCR) and the appropriate specification pages. They then examined the components from Mr. Musial's car and compared them with stock parts provided by Mitsubishi. With the exception of the "air inlet tube" (Mitsubishi part number 1542A042), all components were found to be compliant with the GCR.

The SCCA technical staff reported the casting process used to manufacture parts of the turbo charger and the inlet tubes will leave varying amounts of flashing on the inner surface which is sometimes removed by hand grinding at the factory. The inlet tube removed from Mr. Musial's car was found to have grinding marks on the inner surface that varied from those found in the stock sample provided by Mitsubishi.

Based on the report received from the SCCA technical staff, the SOM ruled the inlet tube to be non-compliant. The SOM disqualified car #09 T2 from the event. They also placed Mr. Musial on probation for a period of three (3) months. Four (4) penalty points were assigned to his license per GCR 7.4.A & C.

Mr. Musial appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Tom Hoffman and Jack Marr, Chairman, met on July 26 and August 2, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Martin Musial received July 24, 2012.
2. Letter with parts breakdown illustration from Mr. Jake Niergarth, Technical Director at TiAL Products (Garrett Performance Distributor) included with the appeal.
3. Letter from Mr. Melvin Bautista, Product Manager, Mitsubishi Motors North America included with the appeal.
4. Official Observers Report and related documents including a written report from Technical Services, received July 24, 2012.
5. E-mail statement from Earl Hurlbut (CSOM), received July 27, 2012.
6. E-mail statements from John Bauer, received July 26 & 27, 2012.
7. E-mail statement from Nonda Van Gulden (ACS Tech), received July 31, 2012.

FINDINGS

In his appeal Mr. Musial contends that the SOM erred by impounding and examining the inlet tube. He argues that the protest specifies various parts including "turbocharger inlet housing", but the "inlet tube" is not mentioned.

Mr. Musial also asserts the inlet tube is not an included part of the turbocharger assembly.

A thorough investigation by the COA shows:

- The inlet tube is a separate Mitsubishi part, is assigned a unique part number, and is not a component of the turbocharger assembly.
- There is nothing in the original protest that includes the inlet tube.
- Additionally, it is not a “manifold” as defined in the 2012 GCR Appendix F. Technical Glossary (“A passive device for conveying gases into or out of an engine, generally to achieve the connection of differing numbers of ducts.”) The device in question does not fall under portions of the inspection request referencing manifolds.

The Court of Appeals therefore finds that the inlet tube was outside the scope of the protest, and should not have been impounded or inspected.

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety. Mr. Musial’s finishing position is restored, his probation is lifted and the penalty points assigned to his license are removed.

Any expense charged to Mr. Musial shall be returned to him. The entire bond set by the SOM (\$930) is to be collected from Mr. MacNeil and distributed as follows:

- \$200 to SCCA for technical services rendered.
- The amount needed to cover the return shipping of parts to Mr. Musial and Mitsubishi.
- Remaining balance to Mr. Musial.

All parts are to be returned to Mr. Musial and Mitsubishi.

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

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Ramon Niebla vs. SOM COA Ref. No. 12-09-NP

August 9, 2012

FACTS IN BRIEF

On July 7, 2012, following the Sonoma Sprints Group 5 race at Infineon Raceway, Paul Hill, Assistant Chief Steward (ACS), filed a Request for Action with the Stewards of the Meeting (SOM) to investigate a pass by Ramon Niebla, SM #8 on Tony D’ Alessandro, E3 # 79. The SOM Dick Raymond, R. J. Gordy, Larry Svaton, Andrew Barron and Skip Yocom, Chairman, interviewed witnesses, viewed video evidence, and determined that Mr. Niebla violated 2012 GCR 6.11.1. (On Course Driver Conduct). The SOM reprimanded Mr. Niebla and assigned one penalty point to his competition license.

Mr. Niebla appealed the penalty.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Hoffman, Jeffrey Niess, and Michael West, Chairman, met on August 2, 2012, and August 9, 2012 to review Mr. Niebla’s petition.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related document from Ramon Niebla postmarked (U. S. Postal Service) July 25, 2012, and received August 1, 2012
2. Official Observers Report and related documents, received August 1, 2012
3. E-mail statement from Skip Yocom (SOM Chairman), received August 2, 2012

FINDINGS

2012 GCR 8.4.3.A.3. stipulates that appeals must be received by the National Office via U. S. Government postmarked mail, packets registered with a carrier service such as UPS or Federal Express, fax, or email within 10 days following delivery of the decision. The SOM delivered the decision to the appellant on July 7, 2012. The delivery date was confirmed by Mr. Niebla when he included a copy of the SOM's notification with his appeal. Mr. Niebla's appeal period began July 8, 2012, and ended with the close of business July 17, 2012. Mr. Niebla's request for appeal was submitted well after the end of the 10-day filing period as confirmed by the postmark date.

Mr. Niebla's request for appeal is not timely.

DECISION

The Court of Appeals declines to hear Mr. Niebla's appeal and his petition is returned unheard. Mr. Niebla's appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Steven Schuh vs. SOM COA Ref. No. 12-10-NE

August 9, 2012

FACTS IN BRIEF

On July 15, 2012, following the MARRS 8 Group 1 race at Summit Point, Kathy McLeod, Assistant Chief Steward (ACS), filed a Request for Action with the Stewards of the Meeting (SOM) to investigate a pass and contact by SRF cars #51 (Daniel Hewes), #81 (Steven Schuh), and #86 (Frank Clark) at Turn 1 early in the race. The SOM Fred Brinkel, John Deonarine, and Peter Roberts, Chairman, interviewed witnesses, viewed video evidence, and determined that Steven Schuh, SRF # 81 violated 2012 GCR 6.11.1.c. & d. (On Course Driver Conduct). The SOM penalized Mr. Schuh with a three (3) event weekends probation and assigned 3 penalty points to his competition license.

Mr. Schuh is appealing the penalty.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jeffrey Niess, and Michael West, Chairman, met on August 2, 2012, and August 9, 2012, to review Mr. Schuh's petition.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related document from Steven Schuh received via fax submission July 30, 2012.
2. Official Observers Report and related documents, received August 1, 2012.
3. E-mail statement from Peter Roberts (Chairman, SOM), received August 2, 2012.

FINDINGS

2012 GCR 8.4.3.A.3. stipulates that appeals must be received by the National Office via U. S. Government postmarked mail, packets registered with a carrier service such as UPS/Federal Express, fax, or email within 10 days following delivery of the decision. The SOM delivered the decision to the appellant on July 15, 2012. The delivery date was confirmed by Mr. Schuh when he included a copy of the probationary license, dated July 15, 2012, with his appeal. Mr. Schuh's appeal period began July 16, 2012, and ended with the close of business July 25, 2012.

In his appeal letter Mr. Schuh states he learned of additional video evidence that might be available that would support his position. He delayed filing his petition while trying to obtain the video evidence. The Court of Appeals (COA) notes his statement, but also notes he did not advise the National Office, event officials, or the COA of his desire to appeal and request an extension of time for filing. Mr. Schuh's request for appeal was submitted after the end of the 10-day filing period as confirmed by the printed date on the fax, and he did not ask for or receive any extension of the filing period.

Mr. Schuh's request for appeal is not timely.

DECISION

The Court of Appeals declines to hear Mr. Schuh's appeal and his petition is returned unheard. Mr. Schuh's appeal fee will be returned.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | August 8, 2012

The Time Trials Administrative Council met via conference call on 8/8/2012 at 7:30 PM CST.

The following members participated:

TTAC Chairman / CENDIV	Tony Machi
NORPAC	Dave Deborde
SWDIV	Kent Carter
GLDIV	Jerry Cabe
SOPAC	Roy Mallory
SEDIV	Craig Farr
RMDIV	Dan Goodman
MIDDIV	Chuck DeProw
BOD Liaison	Brian McCarthy,

Also participating Phil Creighton, Robin Langlotz, Bob Horansky, and Deanna Flanagan of the National staff.

Minutes approved as submitted.

Safety Committee: (J Cabe) the committee has continued its discussions on Pop-up roll over protection and the confusion on roll bar construction between the GCR and TTR. They also talked about the request to change the rule requiring long sleeve shirts. They do not have any recommendation to the TTAC on the issues as yet.

BOD report: Phil Creighton advised the council that the BOD voted to remove Joe Olivera from the TTAC and replace him in the voting position with Craig Farr. Craig Farr has been a member at large from the SEDIV on the TTAC. The Council voted to accept him.

The BOD submitted a proposed rule change by motion: To ask the TTAC to restructure their Divisional Representative Qualification so that the TTAC Representative and the Program Manager(s) function for a Division may be separated. Reason: the TTAC rep should act like the SEB or CRB members and be involved in the overall program rules etc.

Phil Creighton explained the program manager should be responsible for the program, licensing, event supps, etc. as defined below. In many Divisions this may be the same person - the SE is too diverse and large for one person. It is also our intention to have a Program Manager for level 1 and 2 and for 3 and 4 - again because of the diversity within the Division and its size. We have successful Hillclimbs and a Track Trials Series that require different skill sets to the Level1/2 PDX etc. We would like the TTACs help in achieving the correct rules/wording to make that happen. The rule sections in question are:

From page 6 TT Rules

2.4. TT DIVISIONAL PROGRAM MANAGER - The individual appointed by the TTAC to supervise and administer SCCA policies and standards for designated classes of events and to train SCCA Stewards within each Division.

From Appendix 1 of the TT Rules MEMBERS OF THE TIME TRIALS ADMINISTRATIVE COUNCIL SHALL BE SELECTED AS FOLLOWS:

1. Each Division may designate up to two (2) representatives to serve on the TT Admin Council.
2. One of these representatives shall be designated the TT Divisional Program Manager. The other representative will serve as a member-at-large. Only TT Divisional Program Managers have voting rights on the TT Admin Council.
3. Members interested in serving as a TT Program Manager or Member at Large shall send a resume to the TT Admin Council. The appointment of each position will be reviewed by the TT Admin Council and the Club Racing Manager and their recommendation given to the Board of Directors for final approval of the appointment.
4. Each year each member of the TT Admin Council will come up for renewal review by the TT Admin Council and the Club Racing Manager.
5. All terms shall begin January 1 and end December 31.
6. Prior to January 1 each year, the TT Admin Council and the Club Racing Manager shall select a chairperson for the following year. If this person is not the TT Divisional Program Manager for that year, they shall preside in a non-voting capacity.

7. The TTAC shall be the main governing body for the Time Trials program. The TTAC will report directly to the SCCA Board of Directors via the Club Racing Manager or a liaison designated by the Board of Directors

The consensus of the TTAC was to make the changes need with the the review of the rule for 2013.

OLD BUSINESS:

Operations Manual: (D. Deborde) Dave and Roy Mallory are doing the drafting. The manual is to explain the operation of the TTAC. The philosophy is for the TTAC to have responsibility not to run events but rather to review compliance with the rules. Discussion on the wording re the Safety "Council" Committee. Jerry' Cabe noted that the TTSC is working on training and a charter for the Committee. Action – TTAC needs to review Dave's latest Draft

Strategic Plan: Tony Machi has put out a draft of the strategic plan. He asked the Council to review it. He would like to have it finished on approved for the next conference call.

NEW BUSINESS:

With three board members on the call, the chair, Tony Machi, reviewed with them the request of the TTAC to have a pull-down tab on the SCCA Website home page. It was also point out that the feature "What can I do with my car?" does not reference Time Trial activities. They promised to address it.

Dave Deborde nominated Scott Knauf to be the NORPAC representative on the TTSC. Most of the Council members had not had a chance to review his resume, but all felt that he could be approved.

Motion by Deborde, 2nd by Cabe, to approve Scott Knauf as NORPAC representative on the TimeTrials Safety Committee. Approved

Subcommittee assignments:

Secretary – Roy Mallory

Safety Committee – Jerry Cabe

Operations Manual – Dave Deborde, Roy Mallory

Rules - Jerry Cabe and Matt Rowe

Officials and Licenses- Craig Farr and Dave Deborde

Deanna reported that the National office is going to produce a flyer for Time Trial events. She asked for input and photos to use in it.

Submitted by Chairmen Tony Machi

Meeting adjourned at 8:55 PM CDT

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 25, 2012

The Solo Events Board met by conference call July 25th. 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 Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

GENERAL

- The SEB will have at least one vacancy at the end of 2012. Interested members are invited to submit their qualifications in writing via www.sebscca.com.

SAFETY

- The SSC and SEB have reviewed the following items, and thank these members for their input:
 - #7570, 7574, 7722; rollover comments

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The SEB and Staff discussed various alternatives for compliance checks during Impound at the National Championships.

STOCK

- Vacancies exist on the Stock Advisory Committee (SAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - #3340; ECU modifications and policing
 - #7882, 7920, 7925; ST tire comments
 - #8770; Road Tire classing
 - #8829; ECU tuning and compliance. As previously noted, the SEB is considering additional penalty options for violations of this nature.
 - #8576, 8590, 8592, 8594, 8596, 8603, 8605, 8606, 8608, 8610, 8638, 8640, 8660, 8675, 8677, 8689, 8691, 8692, 8705, 8721, 8754, 8758, 8767, 8771, 8777, 8782, 8797, 8805, 8830, 8834, 8845; Stock class move comments

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 SEB has withdrawn the proposal published in the July Fastrack to put the Toyo Proxes R1R 195/50-15 tire on the exclusion for the Street Touring Category in 2013. The performance of this tire has generated significant controversy and kept the Internet boards and forums humming. Despite some SEB members' concerns about the performance of this tire, the overwhelming majority of member input supported keeping it as an option for the Street Touring Classes. As a result, the SEB will not put the tire on the exclusion list for 2013.

This does not affect the recent rule change in Road Tire to raise the tread wear rating to 180 effective 1/1/2013.

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #8376; SP aero comments

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 SMAC is seeking feedback on the following potential weight change proposal regarding class SMF:
 - Change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations to read:
 - "2-seater: **1810** lbs + 125 lbs per liter"
 - "4-seater: **1750** lbs + 125 lbs per liter"

“Turbocharged or supercharged versions of all SMF engines will be classified on a basis of adding 1.0L to the actual displacement.”

Rationale behind these changes:

A base weight increase of 200 lbs has been applied to the current SMF rule set in response to SMF competitor input, to pursue improvements to promote the growth of this supplemental class. Pre-1991 Hondas seem to be the only chassis that can easily and cost effectively reach minimum weights under the current rules. The SMAC believes a base weight increase will serve to level the playing field as well as to entice many of the later model chassis to compete (target chassis include: '96-'00 Honda Civics, '94-'01 Acura Integra, '95-'05 Dodge Neons).

When looking at weight adjustments to SMF, it also became apparent that the current SM forced induction adder may be a bit aggressive for FWD vehicles. The SMAC recommends reducing the 1.4L adder under the current SM rules to 1.0L for SMF vehicles. Useable power levels for FWD vehicles are much lower and FWD vehicles typically have lower displacement engines. For these reasons, SMF vehicles should have a forced induction adder that is more specific to their configurations.

PREPARED

- The previously-published proposal to move certain BP cars into FP has been withdrawn per recommendation of the PAC (#8599, 8612, 8645, 8651, 8663, 8723, 8744, 8773).
- The PAC has recommended the following package of rule change proposals for 2014, which is provided here for member review and comment:

- Revise Section 17.11.A. to read as follows:

17.11.A. Vehicles prepared *to either the current Club Racing GT or Production category rules* are permitted to compete in their respective Prepared classes. Minimum weight will be 110% of the Solo® minimum weight from Appendix A, plus any Solo® weight penalties (wheel size penalties, etc.). *Vehicles taking advantage of this allowance may only use the Current Club Racing GCR (General Competition Rules) allowances.*

- Add the following allowances immediately prior to the Appendix A car listings for C Prepared:

The following allowances are permitted but shall incur an additional 10% weight penalty over the Appendix A Min weights:

Wheelbase variation in excess of 17.8.B.4.

Subframe and frame replacement (tube frame vehicles)

Replacement of body panels in excess of 17.2.S.

Non stock engine placement. The #1 spark plug cannot be placed behind the front spindles.

Front splitters that extend up to 2” beyond the bodywork when viewed from above.

NOTE: These changes more fully separate the Solo Rules from the Club Racing GCR, with specific focus on eliminating the mix-and-match allowance of 17.11.A.

- The PAC and SEB have reviewed the following items, and thank these members for the input:
 - #8314; Fiat 500 listing proposal
 - #8581; steering column comments

MODIFIED

- In response to member input, the MAC has provided the following amended version of its previously-published proposal package regarding Solo Vees:

- Move subsection B in its entirety from under Modified Class F into Modified Class C.
- Move subsections C, D, and E from under Modified Class F into Modified Class C.
- Remove the “Solo Vee” under subsection F under Modified Class F, and create a corresponding item under the Solo Vee rules as moved into Modified Class C.

Comment: The MAC neither intends nor expects the competitive position of the FF platform to change with this move. (#8586, 8593, 8595, 8602, 8622, 8626, 8628, 8629, 8632, 8637, 8652, 8655, 8661, 8680, 8681, 8698, 8704, 8745)

- The following rule change proposals have been recommended by the MAC, in response to member input, and are published here for review and comment:
 - Change 18.1.F.5 to read as follows:

"Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to smooth the underside of the car. The belly pan shall be flat within 1 inch total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1 cm below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules." (#8425, 8494, 8498)

- Add to 18.1.F.5, immediately after "...within 1 inch total deviation." as follows:

"The belly pan width may not extend beyond the top view outline of the floor pan, except as part of a SCCA-approved GT-1 bodywork package for the specific make and model."

Comment: the constraints on floor pan width are covered in 18.1.C.1.h and 18.1.C.2.d.

NOT RECOMMENDED

Safety

- 7853; roll hoop proposal

Stock

- #8277; shock adjustment allowance. Per the SAC, the addition of allowances regarding modification to standard structural components for the purpose of shock adjustment is not in keeping with the spirit of the Stock category.
- #8625; Audi RS4, S4, S5 classing. Per the SAC, the Audi vehicles currently classed in BS do not fit the current competitive balance of FS, given their horsepower and drivetrain configurations. The SAC will continue to monitor additional vehicles that may be in keeping with the competitive balance of the proposed FS moves.
- #8696; Miata move to ES proposal. Per the SAC, the 1999-2005 Mazda Miata does not fit within the current competitive balance of ES.
- #8772; S2000CR classing. The SAC believes this car is consistent with the current competitive balance of BS.
- #8823; clutch allowance. Per the SAC, the allowances found in the preamble of Section 13 authorizing normally expendable parts(including clutch disks) being replaced with factory equivalent replacements adequately serves the needs of the Stock Category.
- #8828; Honda Fit EV classing. The 2013 Honda Fit EV does not have any published measurement data that enable an SSF calculation. Its height is more than its average track and therefore it is not classed due to current guidelines regarding rollover safety.

Modified

- #8055; FM width allowance. The MAC prefers to retain the current extent of GCR compatibility for these cars.
- #8425; remove aero allowances. Some of these topics are covered elsewhere herein.
- #8494; remove aero allowances. Some of these topics are covered elsewhere herein.

TECH BULLETINS

Stock

1. The following is provided as a clarification to 13.2.J: Add after the third sentence as follows:

"Removable seat headrests may be repositioned using the original mounting hardware, only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards."

NOTE: this allows a removable driver's headrest to be reinstalled facing backwards, to facilitate wearing a helmet. (#8841)

2. The 2013 Ford Mustang GT500 was classed in a the July Fastrack, Tech Bulletin #2. (#8759)

Street Touring

3. The previously-published (May Fastrack) Tech Bulletin which lists the Fiat 500 in STF does not include the Abarth model. The STAC is presently determining the most appropriate class in which to place the Abarth.

Street Prepared

4. Per the SPAC, 15.1.E contains no requirement that anything be used to replace the a/c condensor, so anything could be used to route ducting to the heater provided it serves no other purpose. This could be considered a comfort and convenience item. (#8167, 8879)

Prepared

5. Per the PAC, effective immediately upon publication, the following new listing is added in Appendix A in class G Prepared:

Geo

*Metro 13BA (1989-1994) 13x7 1.42/1.18 58.4/57.4
1298cc 1300
Fuel Inj
Comp ratio limited to 11.0:1, valve lift to 0.450"*

NOTE: this car is very similar to the already-classed Suzuki Swift.

Formula Junior

6. Effective immediately upon publication, Section 19.2.A.2.a is amended to read as follows:

"a. AGE: 8 years to **12** years"

NOTE: This permits an FJ driver who is 12 years of age to run either FJA or FJB. The SEB felt it was unfair to force a FJB driver to move up to FJA as soon as they turn 12. Their birthday can be in the middle of the season and the change can be very disruptive.

Modified

7. Per the MAC, the last sentence of section 18.1.F.1 is clarified to read as follows:

"No bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified *herein or as part of a SCCA-approved GT-1 bodywork package for the specific make and model.*" (#8398)

Comment: This clarifies the intent to provide consistency with the GT-1 specific bodywork allowances of 18.1.F.2.

8. Per the MAC, The recognizability requirement of 18.1.B.1 applies to the car as a whole, not to individual views from specific directions. A zoomed view from a particular angle of a portion of the bodywork may not be immediately recognizable as the applicable make and model, but the car can still meet the requirement if wider views of the whole car show enough to readily identify it. Specific recognizability features are not defined; each Protest Committee must determine if a protested vehicle meets their expectations in this regard. (#8426)
9. Per the MAC, the allowances and restrictions of 18.1, including 18.1.F.1 and 18.1.F.5, do not permit underbody vanes or other airflow devices to be implemented on a belly pan, regardless of whether their maximum heights/depths are within a total variation of 1 inch. The flat belly pan 1 inch deviation allowance of 18.1.F.5 is provided to account for incidental manufacturing variations, not aerodynamic features. (#8398, 8497, 8498)
10. Per the MAC, the allowances of 18.1.F.5 permit a fuel cell to be shaped to contribute to diffuser flow, but the length of the shaped portion of the cell is included in determining the overall effective diffuser length, which is limited to a total of 25 inches. (#8398, 8497, 8498)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | August 1, 2012

The RallyCross Board (RXB) met via conference call August 1. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Todd Butler, Stephen Harris, and Brian McCarthy, 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: The Safety Steward Training presentation will be completed within the next two weeks and then given to the National office staff to make available at the website.

The process of getting an Indianapolis Region Safety Steward licensed remains pending.

Karl Sealander contacted Tommy Kilpatrick to arrange a Safety Steward training session in Colorado. This will occur in August or September in conjunction with an event.

- RallyCross Rules Committee (Warren Elliott): The rules proposals for 2013 are posted at the forum and ready for member comment. Member comment period is August 1 through September 15.

The Tuner class rules proposal was sent to RXB for comment. Brian Harmer from the National office suggested a few clarifications that he thought could be accomplished by defining up front the philosophy of the class. Elliott will make changes in preparation for posting to the forums. If there is enough interest (minimum 5 entries) an exhibition class may be offered at the 2012 National Championship.

A tech bulletin will be issued clarifying that for the Stock Categories any tire size is allowed as long as it fits on the stock rim and doesn't interfere with suspension or body parts.

- National Championship Committee (Brent Blakely): Brent Blakely has nearly all the worker positions filled and should soon have an organizational chart ready to distribute to the RXB. The RXB discussed possible course designers for the event. The RXB also discussed using local Safety Stewards to assist the event Safety Stewards.

Blakely has been in contact with the local organizers who have indicated that more land may be available to the event this year. This could provide a dedicated area for the Test and Tune and thus a larger area for the event courses.

The schedule is being finalized. A town hall discussion is being planned for Saturday night with a moderator assigned as a worker assignment.

- Marketing Committee (Ron Foley): Ron Foley is working with Ken Cashion to publish an open invitation to the National Championship in the next issue of *SportsCar*. Foley will work with Warren Elliott to do another "Who's Going to Win" thread on the forums.

Foley has recruited the help of Jacob Perkins to provide appropriate RallyCross videos for the SCCA website. He is proactive and his videos are good.

Foley is working with Team O'Neil Rally School to provide a school certificate given as the Hard Luck Award at the 2012 National Championship.

- Divisional Steward Liaison (Stephen Hyatt): Vacancies in the RallyCross Steward positions in the Southwest Division and the Midwest Division were discussed by the RXB and concluded with the following motions.

Motion: To recommend to the Board of Directors the appointment of Damon Cuccia as Southwest Division RallyCross Steward. Hyatt/Foley. Not present: Ricker. **PASSED unanimously.**

Motion: To recommend to the Board of Directors the appointment of Jim Rowland as Midwest Division RallyCross Steward. Hyatt/Foley. Not present: Ricker. **PASSED unanimously.**

Hyatt reported that three Division RallyCross Stewards have chosen deputy stewards and the others are working to find deputies. Hyatt will get all deputy stewards included on future Steward conference calls.

Hyatt reported that a new Divisional Stewards' chairman has not yet stepped forward. The RXB discussed those Stewards best qualified for the position and requested that the respective liaisons contact their Stewards to encourage them to volunteer for the position. Hyatt is currently assuming the role in conducting the monthly conference calls.

Hyatt will organize a Regional programs conference call beginning the first week of September and recurring every 4 months after that. This will be a conference call where all Regional program directors can meet and discuss various RallyCross topics and their programs' needs. Ken Cashion will moderate the call.

Due to scheduling challenges, the Northeast Division has requested that their National Challenge be permitted to take place in late October after the National Championship. The RXB discussed the request and concluded that although it is not ideal it will be permitted based on the circumstances.

- Forum Activity: The discussions at the Forum in the past month have been light but have increased as the proposed 2013 RallyCross Rules changes were released for member comment.

Old Business

- Indianapolis Region scheduling: The scheduling issues in the Indianapolis Region have been worked out. Coordination of Safety Stewards within the Division will be required until the Region has its own licensed Safety Steward.
- Class champs list (Ken Cashion): All information has been gathered except for 2006. Ron Foley will forward that year's results to Cashion for its inclusion. All class champions will be listed in the next edition of the RallyCross Rules.

New Business

- 2013 National Challenge proposal (Howard Duncan): Tabled until next meeting.

Next meeting: September 5, 2012

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | July 3, 2012

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

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

June minutes approved.

1. Wakemen announced that because of other commitments he is stepping down as chairman. Motion (Hanson/Westberg): Rich Bireta be named vice-chairman of the RRB. Passed. (As Vice-chair, Rich can take over for Jim for the rest of the year without needing BOD approval.)

2. Motion by Bireta via email: I move that the RRB accept the recommendation in Chuck Hanson's memo dated 7/1/2012 and allow the Indianapolis Region to rescore the International Road National Course Rally as indicated, distribute the revised results as they appear in the Dropbox and arrange for the redistribution of awards. Bireta/Westberg; passed.

3. Restructure the National Events Committee – Motion (Lanz/Hanson): That the structure of the National Events Committee be changed from a composition of three RRB members, to a composition of 3 SCCA members plus a liaison from the RRB. Passed. Chuck and Clarence both volunteered to be the liaison, send your vote to Rich by Monday, July 9. Re the National Subcommittee Motion (in the Dropbox, revised July 3) – calendar requests go to Deena in the Rally/Solo Dept., who will then forward the dates to the NEC; the NEC will work to develop *and manage* the National Program and Championship, which includes setting procedures. Comment from Steve Harris – the BOD appoints the RRB, the RRB is free to create its own committees.

4. Proposal for 2013 (from Bob DeMeritt, in Dropbox, originally posted on Yahoo list), comments:

1: simplify/streamline paperwork for regionals and non-scca groups interested in joint events; move info on-line; multi-purpose single form (combine Audit, Results, and Weekend Member reporting into a single form); Chuck will come up with a form proposal (final decision was to wait on this because such a form is already in development).

2. all 'Rally' – just one championship? This is good item for new national committee – Hanson/Lanz: move that item 2 go to NEC. Passed.

3, 4, 5 – all sort of the same issues...

Motion (Hanson/English): Give the whole proposal to the new National Events Committee, let them set their own timetable and agenda. Passed. Duncan – SCCA might be able to pay for a face-to-face meeting of this committee. Also, after this committee gets going, we need to get to work on Regional event growth.

5. Motion (Lanz/Hanson): That the structure of the Publicity Committee be changed from a composition of an RRB member as Chairman, to a composition of a number of SCCA members plus a liaison from the RRB. Passed.

6. Old Business – issues tracker, Jim was to do it, not done yet, Rich will contact Brian (national office) to set it up.

Next meeting Tuesday, August 7, 2012, via conference call.

Meeting adjourned at 9:22 pm CDT.

Respectfully submitted,

Jeanne English, RRB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | August 7, 2012

The RoadRally Board met via conference call on August 7, 2012; called to order at 7:32 pm CDT.

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

Steve Harris reported that the BOD approved Rich Bireta as Chairman to lead us "onward and upward". He also reported that the BOD does not think that rally is dead; they want to make SCCA the premier rally organization in the country.

1. July minutes approved (Hanson/Lanz/passed)

2. Old Business:

- 1) Issues Tracker: Rich talked to Jim after our July meeting, and found that it's an open source software package on the web used to assign "to do" items; Rich suggest that we table this for the indefinite future; Sasha commented that we have 'lost' some items in the past, which is why tracker was suggested; Chuck commented that with RRB turnover, it is easy to lose track of things (such as Lifetime Points basis of scoring), that whenever something is introduced, we need to keep track of it; Rich agreed with Sasha and Chuck, and thought that, in fact, the list should be made public. Sasha took an action item to send the list of issues that he has passed around before to Rich, to be updated and published. Rich asked that everyone commit to doing something for the RRB (see closing item).
- 2) National Events Committee liaison and membership: Clarence has been selected as the RRB liaison; Mike Thompson and Bob Demeritt have volunteered to serve as members; we need one more member – Jeanne will talk to someone in Southern California about joining this committee, and we will also repost it to the SCCA Forum. Chuck said that he had some concerns about the lack of geographic and disciplinary diversity, but that the person being suggested as an addition would help. More diversity is really needed!
- 3) 2013 USRRC Location: No Region has stepped forth as of this date; Chuck reported that Indianapolis is not ready for 2013 but may be for 2014, they want to do another double national first. We will repost the solicitation for regions to host the 2013 USRRC on the SCCA Forum. We will review the format of the event in September; do we need to change the format? Drop GTA? The On Rallying column in the current issue of *Sportscar* was fairly negative about the future of rally. Chuck and Jeanne both said that national rallies need to be simpler/easier (people make their own traps) and fun, so that people will come back; the National Events Committee needs to be on the same track. **Motion** (Hanson/Lanz/passed): Repost on the SCCA Forum the invitation to host the 2013 USRRC, and that the RRB is open to the region proposing a format that is not necessarily 1 course rally, 1 tour rally, and 1 GTA rally.
- 4) The 'What Can I Do With My Car' part of the SCCA website still does not show road rally as something that all cars can do; Deena has been asking to get this done, and will keep nagging the tech folks to get this done.
- 5) National events: Jeanne reported on the recent Tucson nationals, there were a number of problems (but great scenery!); Clarence reported (via email) that Oktoberally is done, measured, and ready for precheck which will most likely be Labor Day; no report from Jim about the DC events; Chuck will be doing the prechecks for the USRRC events; Sasha has nothing to report for the Hurdle GTA rally.

3. New Business:

- 1) We reviewed the process for getting the RRB Minutes published in FasTrack; the deadline to submit them to Melissa in the National Office is the 13th of the month; Jeanne will get the minutes done in a more timely manner.
- 2) Rich asked about an annual RRB calendar, listing what recurring tasks need to be done in which months. Is there already such a list? Each of us is to make a list, forward it to Rich, he will compile a list, which we will discuss at our Sept meeting.
- 3) Are there any rules changes for 2013? Chuck said that the Experience Based Categories proposal, based on other than Lifetime points, is still to be done; it was posted on the Forum (Experience Categories Proposal by Jim Wakemen, Feb 22, 2012); is there time to do this for next year? Chuck will look at the comments on the Forum, and report back to us at next meeting; and then we will tell Rules Committee. No other changes for next year.
- 4) Rally calendar at scca.com/forms. There was discussion about types of calendars, what they do, what is on the calendars; the Rally Events list on the SCCA Rally page (sanctioned items listed one after the other), Jeanne's calendar (an 'at a glance' spreadsheet that has any events she has heard about/been notified of); both are useful; Jeanne will get hers up to date, with posting once a month.

Closing remarks from Rich: thanks for the opportunity, and vote of confidence, in choosing me as the RRB Chairman; we need to devote ourselves to keep the national program going, with emphasis on growing regional programs; let's focus on the positive - not that only 0.4% of SCCA members do rally, but rather that 10% of regions have rally programs; Rich will serve thru December of 2013, and can be reached at rbireta@us.ibm.com or 785-691-7437 cell; he hopes to talk each RRB member offline at least once a month. Finally, let's all commit to doing something for the RRB this month.

Next meeting Tuesday, Sept 4, 2012, via conference call.

Meeting adjourned at 9:11 pm CDT (Jeanne/Chuck/passed)

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/>