

CLUB RACING BOARD

SCCA Club Racing Board Minutes | September 4, 2012

The Club Racing Board met by teleconference on September 4, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, 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 Bob Dowie, Advisor to the CRB. 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. #7812 (Terry Ozment) Change in 15-year old Licensing
Change Appendix C, 2.6.B, D and E:

2.6 15 Year Old Novice Permits *and Licensing*

B. A 15 Year-Old Novice Permit will be issued in the form of a Novice Permit with a distinctive cover. It must be used for all driver school and regional race events until the driver reaches the age of 16. If the requirements for a *Regional or* National license are satisfied before the permit holder turns 16, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office, with the appropriate license fee, to be replaced by a *Regional or* National license. If the requirements for a Regional license are not fulfilled by the time the driver reaches the age of 16, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office to be replaced by a Novice Permit. Any successfully completed Driver Schools and races will be transferred to the Novice Permit.

D. At every driver school and every race *before the permit holder is licensed*, ~~the permit must be presented~~ *he must present the Novice Permit* to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate permit page at the end of the event.

E. At any event before the permit holder is licensed (school or race), the Chief Steward may recommend revocation of the permit.

2. #8702 (Terry Ozment) Review of Annual Tech Timelines

Thank you for your suggestion. Delete from 5.9.2.C: C. Re-inspection

~~e. The Vehicle Logbook indicates no competition for 3 months or more during the current year;~~

3. #9046 (SCCA Staff) Require minimum windshield thickness in GCR section 9

Change GCR section 9.1.4.F.8: 8. All vehicles must use a stock, OEM equivalent, safety glass

windshield, or ~~0.25 inch~~ *a 6 mm* minimum thickness *polycarbonate (Lexan-type)* replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.

Add GCR section 9.3.56 as follows:

9.3.56 ALTERNATE WINDSHIELDS/REAR WINDOWS

Polycarbonate windshields and rear windows such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, Spec Miata, and Touring. Alternate windshields must be of 6mm minimum thickness. In those classes where polycarbonate windshields and rear windows are allowed, the following is required:

A. Alternate windshields must be of 6 mm minimum thickness.

B. Windshield safety clips and rear window safety straps shall be installed on all closed cars.

CONTENTS

BOARD OF DIRECTORS	None
CLUB RACING	1
CRB Minutes	1
Technical Bulletin	8
Court of Appeals	11
Time Trials Admin. Council	12
SOLO	14
SEB Minutes	14
RALLY	28
RallyCross	28
RoadRally	30
LINKS	32

- C. Three clips (3 inch X 1 inch X 1/8 inch) shall be bolted or riveted to the body at the top of the windshield.
- D. Two clips (3 inch X 1 inch X 1/8 inch) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be spaced a minimum of 12 inches apart.
- E. It is required that three 1 inch wide strips of steel or aluminum be installed behind the windshield to support it from collapsing inwards if it becomes damaged. The rear window shall be secured with two metal straps (1 inch wide X 1/8 inch thick) bolted or riveted to the body at the top and bottom of the rear window.

Formula/Sports Racer

FA

1. #9030 (David Arken) FA Engine Table

The CRB recommends the following changes to the FA engine table based on member input the committee has received. Although the new engine table restricts the class to specific engines, the intent is not to eliminate any current engines in FA. Furthermore, the CRB recognizes the desire by some drivers to develop new engines for the class, and the CRB will consider all proposals for specific engine combinations that are submitted to the CRB on a case by case basis. The proposals shall include a proposed SIR and weight combination along with any data supporting potential horsepower and torque numbers for the specific engine.

Change 9.1.1.A.2.a.: a. Engines shall be derived from automobiles and may be prepared for competition in accordance with SCCA GT preparation rules, except as specified in the Table below. *OEM blocks and heads must be used except when noted in the FA Engine Tables.*

Change 9.1.1.A.2.b.19: 19. The compression ratio may be increased by machining, using any head gasket(s), or eliminating of head gasket(s), *unless otherwise noted in the FA Engine Table at <http://www.scca.com/clubracing/content.cfm?cid=44472>.*

S2

1. #8799 (Tony Sleath) Mazda Engine Rules Updates

Thank you for your letter. The CRB agrees that, since this class is part of the SR reorganization for 2014, these changes can be made for 2013. Change 9.1.9.B:

6. Engine (Mazda MZR)

b. Pistons, crankshaft, and connecting rods may be replaced only with standard, original Mazda production parts. The connecting rods may not be bored or remanufactured in any way. Standard oversize and undersize main or connecting rod bearings are permitted. Reduction of the width of the standard bearings is not permitted. Replacement main bearings must be standard Mazda or Cosworth KK3481. Replacement connecting rod bearings must be standard Mazda or Cosworth KK3483. *Any rod bolts may be used.*

e. Flywheel: The minimum weight is 5 pounds. Any *one piece flywheel may be used.* weight removed from the flywheel must come from the clutch plate surface. Only the Mazda LFG2-11-500 ('05-'08), Mazda LF9G-11-500 ('09), Quartermaster 505307, or Cosworth 20001019 flywheels may be used. *Flywheel bolts are free.*

i. Intake restrictor: 1.205 inch diameter restrictor plate per intake port. ~~The restrictor plates must be obtained from Quicksilver RacEngines or Elite Engines. The restrictor plates must not be modified in any way.~~

j. ~~*Exhaust system and manifold are unrestricted, within SCCA safety regulations.* The exhaust system manifold tubing inside dimension must be 1.625 inches, and the manifold tubes must be a minimum of 24 inches in length, terminating into a single exhaust pipe through a 4-into-1 collector. The collector angles must be 15 degrees (30 degree included angle), with an exit diameter of 2.250 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4-into-2-into-1 exhaust collectors and reduced diameter venturi sections are prohibited.~~

Grand Touring

GT

1. #8749 (GT Committee) GTAC-GTLite Rule Change Proposal

The CRB recommends the following changes to the GTL Mini Cooper to improve the straight line speed performance. Add to the Notes on the GTL Cars - BLMI, Mini Cooper: *Full flat bottom floors are permitted. Rear valance panel may be removed or modified. Rain gutters may be modified.*

The CRB recommends the following in an effort to provide additional flexibility for participants running SIR engines: Add 9.1.2.F.4.k:

k. *GTLite Rules Concerning Alternate Weights and SIRs*

1. *Allow currently restricted 2V and 3V engines <1400ccs to run unrestricted at a 100 lb weight penalty.*
2. *Allow all 2V and 3V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 125 lb weight penalty.*
3. *Allow all 4V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 175 lb weight penalty.*

4. Competitors running the alternate SIR must display "+1mm" on the side of their car next to their new weight.
5. Competitors running the unrestricted option must display "UNR" on the side of their car next to their new weight.
6. Limit compression ratio to 15:1 for SIR restricted engines effective 1/1/2014.

GT1

1. #8716 (Bill Rozmajzl) Allow aluminum V6 engine blocks.

Thank you for your request. Change 9.1.2.D.1.e.3: V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, *aluminum V-6 GM bow tie block*, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder head, part # 270-LM-13 is permitted. Any cylinder head(s) utilized shall be of a conventional design (siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement type. General Motors SB-2 cylinder heads are permitted.

Improved Touring

None.

Super Touring

None.

Production

None.

American Sedan

1. #8955 (Ted Warning) Proposed 2013 American Sedan Rules Feedback

Thank you for your request. In 9.3.55, change: 9.3.55. WINDSHIELD CLIPS/REAR WINDOW STRAPS
Windshield safety clips and rear window safety straps shall be installed on all closed cars (except *American Sedan*, Showroom Stock, Spec Miata, Touring, Improved Touring, and Super Touring).

This will remove the requirement for window clips and straps for all American Sedan cars, as the CRB believes they are not effective for American Sedan. Should this rule be approved by the Board of Directors, the proposed ruleset for American Sedan for 2013 will be adjusted to remove the reference.

Thank you for your vote on the wheel size "What Do You Think." Your vote will be retained with others until the CRB determines whether or not to adjust the base wheel size.

Spec Miata

None.

Touring/SS

None.

WHAT DO YOU THINK?

Formula/Sports Racer

FM

1. #9155 (Club Racing Board) Future of FM Engines

The CRB requests input, from FM drivers, owners and builders, on the issue of FM Spec engines.

1. Should FM remain a sealed, spec engine class.
2. If so, should alternate engine builders be included as official suppliers of spec engines?
3. If FM should not remain a sealed engine class, what engine specifications would the class embrace for the future?

MEMBER ADVISORIES

Improved Touring

IT

1. #8729 (IT Committee) Revise IT Operations Manual

The Improved Touring Advisory Committee is revising their Operations Manual. The process by which IT cars are assessed weights has been a great tool for the ITAC, CRB, and membership. The ITAC is making the following changes to that process known.

In Section 2, Published Horsepower: Strike the second paragraph and change the third as follows:

~~Specifically, all cars should be assumed to gain 25% above stock horsepower in IT trim, except that multivalve engines in ITB and ITC should be assumed to gain 30%.~~

If nothing is actually known about this engine when built to the limit of the IT rules, *but yet, a 25% default gain is recommended. Multivalve engines in ITB and ITC should be considered carefully to ensure they do not exceed the performance potential of the class, and a 30% default adder is suggested for these engines in the absence of data.* If the ITAC believes that the ~~25% or 30%~~ default number is in error, then one ITAC member should present a case as to what the correct “power multiplier” should be, and then the remaining ITAC members should each register a “confidence vote” in that number. If collectively the ITAC believes with 75% confidence that the alternate number is likely to be more accurate, then that number can be used. Note that if conclusive dyno results are being considered, then the “known horsepower” method should be used, and not the “published horsepower” method. *Non-standard gain numbers can also be used to adjust the weight of a classified car using the same method described above and data collected from cars built to the IT rules.*

The current IT “Operations Manual” is available as a PDF for download by members logging in to scca.com and navigating to Resources, File Cabinet. The file is titled “Advisory Committee Addendum - IT Process” under Club Racing.

NOT APPROVED BY THE CRB

GCR

1. #8809 (Eric Heinrich) Intentional Disabling of Transponder During a Timed Session

Thank you for your request; however, the CRB does not believe there is a proven need.

2. #8908 (Terry Hanushek) Qualifying Races for National Events

Thank you for your request. At the present time, the CRB has no plans to change this rule.

3. #8921 (Terry Hanushek) Double National Criteria Proposal

Thank you for your request. At the present time, the CRB has no plans to change this rule.

4. #9000 (Tom Himes) Change course configuration for the RO's at RA

Thank you for your request.

Formula/Sports Racer

FS

1. #8578 (Jon Staudacher) Reduce FS Weight to Re-homologate #S-12, DSR to FS

Thank you for your request. The minimum weight is not subject to exemption since ballast may be added to achieve the minimum.

FF

1. #3793 (Club Racing Board) Use of Term “Cockpit”

Thank you for your request. The definition of cockpit in the Glossary is adequate as written.

Improved Touring

ITS

1. #9067 (Fred Brett) Allow Alternate Upper Control Arms for 99-00 Civic

Thank you for your request. Alternate control arms are not within the IT philosophy. Please consider using commonly available offset bushings which are IT compliant.

2. #9068 (Fred Brett) Reduce Weight of 99-00 Honda Civic by 60 lbs

Thank you for your request. The car's weight is correct as classified and does have the low torque deduction of 50 lbs implemented in the published weight.

ITA

1. #8250 (Bowie Gray) Add 100lbs to the 1.6 Miatas

Thank you for your input request. The CRB will continue to monitor the car's performance before deciding to make any weight changes.

IT

1. #3682 (Josh Sirota) Consider Reducing Weight of E46 325i

Thank you for your request. The CRB has no plans to make weight changes for this car at this point.

Super Touring

None.

Production

None.

American Sedan

None.

Spec Miata

None.

Touring/Showroom Stock**T3**

1. #8859 (Chad Gilsinger) Remove Restrictor from Honda S2000

Thank you for your input. The car is competitive as classed. The CRB will continue to monitor the performance.

PREVIOUSLY ADDRESSED

None.

NO ACTION REQUIRED**GCR**

1. #8443 (Adam Miller) Participation Requirements for Officials

Thank you for your thoughtful letter. The GCR language is adequate as written. The CRB suggest that when considering applications from members who have multiple specialty licenses, Regional and Divisional Administrators discuss the upgrade and renewal process with the applicant. The Divisional Administrators are appointed by the Division's Executive Steward, who would be the person to develop a resolution to any such issue.

Formula/Sports Racer**FB**

1. #7859 (Robert Laverty) Feedback for Restrictors in FB

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

2. #8090 (S. Jay Novak) engine HP of FB race cars

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

3. #8109 (Dave Gomberg) Response to #7130 WDYT Engine Restrictions

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

4. #8122 (James Michael) FB Engine Restriction

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

5. #8137 (Terry Biner) No Engine Restrictors!

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

6. #8140 (William Wald) HP Restrictions to 175 HP

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

7. #8142 (Keith Roberts) Engine Restrictor Input

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

8. #8160 (JEREMY HILL) FB INLET RESTRICTORS

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

9. #8286 (William Wald) FB Horsepower Restrictors

Thank you for your feedback. Your comments are being considered by the CRB and the FSR Advisory Committee.

FC

1. #8087 (Steve Demeter) Restricted Regionals

Thank you for your input. You are encouraged to contact your Region's leadership regarding any concerns with restricted regionals in your Region.

FM

1. #8274 (Mike Williams) Spec Motor Builder

Thank you for your letter. The CRB is looking into the future of the FM spec engine, and will be requesting member input.

Grand Touring

GTL

1. #8817 (Bryan Floyd) Input to Proposed Changes to GTL

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

2. #8840 (Steve Sargis) 2.5% Weight Increase for Independent Suspension

Thank you for asking for clarification. The intent is that the weight penalty applies to all RWD cars running IRS by choice or OEM design.

3. #8926 (Joe Harlan) Member Input on Fastrack

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

4. #8927 (Chaney Les) Against the Spec GTL Engine/Car program

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

5. #8933 (Isaac Preston) GTL What Do You Think?

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

6. #8934 (Don Kadunc) Spec Engine, Mazda

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

7. #8935 (Charles Leonard) Member Input Request #8749 GTLite Rule Change

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

8. #8954 (Tom Sterrett) Approve Letter #8749

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

9. #8974 (G. M. Higgs) Response to the 8749 Section of the Fastrack News

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

10. #8983 (Van McDonald) #8749 GTLite Rule Change Proposal

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

Improved Touring

ITA

1. #8281 (Robert Luke) Mid Year Spec Change

Thank you for your input. The CRB can implement weight changes throughout the year to make performance adjustments for all classes, both National and Regional.

IT

1. #6292 (Travis Nordwald) Create IT"U" class

Thank you for your input.

Super Touring

STU

1. #8938 (Steven Simpson) Allow Modification and Use of Non-OEM Steering Shaft

Thank you for your request. Please review GCR 9.1.4.N for information about steering components.

ST

1. #8939 (Steven Simpson) Allow Modification to Facilitate Mounting Pedal Box, Remote Res

Thank you for your request. Please review GCR 9.1.4.2.G for information about master cylinders and pedals.

Production

FP

1. #8994 (Harold Flescher) Balance LP Big Motor Torque With Full Prep Small Motor HP

Thank you for your perspective on this issue.

American Sedan

1. #8850 (Kevin Smith) Reinstate the Maximum Tolerance for GM Deck.

Thank you for catching this. In Proposed Rules located at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf>, re-instate the maximum deck height, 9.1.6.F, GM 9-0070 **8.9970"** - 9.0430"

Spec Miata

None.

Touring/Showroom Stock

T1

1. #9029 (John Buttermore) Remove Weight Penalty for 4 Piston Brakes

Thank you for your input. This will be taken into consideration for the 2013 class realignment.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2012

NUMBER: TB 12-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 10/1/2012 unless otherwise noted.

GCR

1. #9006 (Terry Ozment) Accept Grand Am licenses in Regional Races

In GCR section 3.1.5.C, add a new section as follows:

20. Grand American Road Racing Association (Grand-Am)

2. #9007 (Greg Amy) Fuel Filler Trap Door, Stock Tanks

In GCR section 9.3.27, add a new section as follows:

"5. On vehicles where a stock fuel tank is allowed, the unleaded fuel filler trap door and restrictor plate in the filler neck may be removed."

In SMCS 9.1.8.C.1.1 and SMX5CS 9.1.11.B.15.a, remove the following language:

~~The unleaded fuel filler trap door and restrictor plate in the filler neck may be removed.~~

3. #9009 (jim wheeler) 9.3.32 clarification

In GCR section 9.3.32, clarify as follows:

"Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. Lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes. *Lights mounted within the bumper may be removed or covered and any resulting holes shall be covered to prevent air passage through said holes.*"

4. #9024 (SCCA Staff) Correct omission 9.4.5.E.10

In GCR section 9.4.5.E.10, clarify as follows:

"Single seat cars may compete with an approved MSA (Motor Sports Association UK) National Single Seater Roll Structure Certificate. All related engineering drawings and documents shall be submitted to SCCA Technical Services with the homologation request. *SCCA homologation will only be approved for designs that incorporate a main hoop having a minimum tubing size of 34mm x 2mm wall thickness.*"

Formula/Sports Racer

FF

1. #8244 (Lee Niffenegger) Update parts application for Honda Fit Engine

In GCR section 9.1.1.D.3.b, make the following updates:

b. Block

1. The only permitted cylinder block ~~block~~ **blocks** are Honda PNs:

11000-RP3-810 **(2009-2010)**

11000-RTW-810 (2010-2012)

In GCR section 9.1.1.D.3.f, make the following updates:

f. Cylinder Head

1. The only permitted heads are Honda PN:

12200-RB0-G00 **(2009-2010)** (US spec)

12200-RP3-A00 (2011-2012) (US spec)

and

12200-RB0-000 (Japan Spec).

Grand Touring

GT2

1. #8915 (SCCA Staff) Clarify the 20B porting allowance.

In GT2, Mazda engines, 20B, clarify the porting by adding the following:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
20B		<i>Street / Bridge / Peripheral Port</i>	3924			40mm SIR	2230	

Improved Touring

ITR

1. #8270 (Christopher Childs) Update Specline
In ITR, Ford Mustang (05-06), add the 2007 model year.

Production

HP

1. #8885 (Matt Brannon) Reduce weight of L2 Fiat X19 (1300 and 1500)

In HP, Fiat X-1/9 1300 Level 2, change the weights as follows:

~~4725 *1768 **1814~~ **1695 *1737 **1780**

In HP, Fiat X-1/9 and Bertone 1500, change the weights as follows:

~~4900 *1948 *1995~~ **1840 *1886 **1932**

2. #9132 (Prod Committee) Spitfire track specs

In HP, Triumph Spitfire Mk. I & Mk. II, change the track as follows:

~~52.6/51.5~~ **53.0/51.9**

Super Touring

STO

1. #8932 (Cheyne Daggett) Classify

In STO, Ford 4.0L V6, change the spec line as follows:

Ford ~~4.0L~~ V6

2. #9013 (SCCA Staff) Check STO spec Line: Chevrolet 5733cc 2950 lbs

In section 9.1.4.1.J, change the GM 5733cc engine notes as follows:

5733 2950 GM V-8 engines with OEM specs 4.00" bore x ~~3.75"~~ **3.48"** stroke; e.g., LT1, LT4, L98, etc.

ST

1. #8937 (steven simpson) add EPS to available steering options

In section 9.1.4.N.12.d, clarify as follows:

d. An OEM electric-assisted steering ~~rack~~ **system** may be used.

American Sedan

None.

Spec Miata

None.

Touring/Showroom Stock

1. #8905 (david mead) Clarify the existing brake duct rule.

In section 9.1.10.D.6.a.5, clarify as follows:

5. Any brake ducts are permitted, but they must serve no other purpose ~~and must mount without modification to any components, except for the creation of duct intake openings.~~ **Fender liners may be modified solely for routing and attachment of brake ducts.**

Duct intake openings may only be created by the removal of an auxiliary or fog light assemblies. A total of 2 light assemblies may be removed. The stock headlamp location is not permitted for brake ducting. If car is not equipped with an auxiliary or fog light assemblies, 2 alternative duct openings may be created by the removal of 2 sections up to 14.5 square inches of stock false grills originally located in the front fascia. No part of the fascia may be modified. The ducting must not be visible from outside the car.

T2

1. #8844 (SCCA Staff) Clarify T2 & T3 Mustang rear spring relocation is permitted.

In T2, Ford Mustang GT 5.0L (11-12), clarify the notes as follows:

"17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear (**rear spring relocation to shock permitted with use of this kit**)), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. 57mm flat plate restrictor required. Ford Racing oil pan #M-6675-M50BR permitted. Driveshaft from The Driveshaft Shop part number FDSH22-

A-CV1 is allowed.”

In T3, Ford Mustang V6 (11-12), clarify the notes as follows:

“The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (*M-5310-A front, M-5560-A rear (rear spring relocation to shock permitted with use of this kit)*), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-649-R1, Rear Upper Sho18197-A. The Driveshaft Shop part number FDSH18-A is allowed.”

CLUB RACING COURT OF APPEALS

Judgment of the Court of Appeals

Selin M. Rollan vs. SOM COA Ref. No 12-11-SE

August 30, 2012

FACTS IN BRIEF

On August 12, 2012, following the Central Florida Region Double SARRC Regional Race for Group 1 (Race 7) at Daytona International Speedway, Thomas Burt (SM #00) protested Selin Rollan (SM #87) for violating 2012 GCR Section 6.11.1. Mr. Burt alleged that Mr. Rollan did not allow racing room and forced his car off the track and into a guard rail at the exit of Turn 6 (identified in subsequent documents as Turn 5). The Stewards of the Meeting (SOM) Richard Babcock, Doug Puckett, Norm Esau, Martyn Eastwood, Sandy Jung, Pax Lemmon, and William Merrill, Chair, heard evidence and reviewed witness statements from Mr. Burt, Mr. Rollan, and two crew members. The SOM upheld Mr. Burt's protest and placed Mr. Rollan probation for three (3) race weekends, disqualified him from the Group 1 race (adding four (4) penalty points to his competition license), and voids any points he earned from the race.

Mr. Rollan appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jeffrey Niess and Michael West, Chairman, met on August 23 and August 30, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Selin Rollan including an additional witness statement from Jamie Tucker (SM # 97) and an in-car video from Mr. Tucker's car, received August 14, 2012.
2. Official Observer's Report and related documents, received August 21, 2012.

FINDINGS

In his witness statement to the SOM, Mr. Burt stated that Mr. Rollan "hit my back right tire extremely hard and continued to push my car until I lost control. I was forced off the track into the outside wall." Two additional witness statements, reviewed by the SOM, supported Mr. Burt's testimony that he was "pushed" off the track by Mr. Rollan at the exit of Turn 5.

In his appeal, Mr. Rollan asserts that as he reached the apex of Turn 5, he was "essentially door-to-door" in his attempt to pass Mr. Burt. He reports that the only contact between his car and Mr. Burt's car was a "slight touch at the rear fenders." Mr. Burt contends he left "sufficient racing room" at the apex of Turn 5 for both cars to have made the corner without incident. In support of his assertions, Mr. Rollan submitted with his appeal two new pieces of evidence not available to the SOM: a witness statement from Jamie Tucker, driver of SM #97, and an in-car video from Mr. Tucker's car.

In the video clip, which begins prior to Turn 4 and ends well past Turn 5, Mr. Rollan (car #87) is behind Mr. Burt (car #00) as both cars enter the right-hand Turn 5. Mr. Burt remains on driver's left and Mr. Rollan moves to driver's right establishing a side-by-side position with Mr. Burt as both cars continue into the turn. Mr. Burt then moves right, toward the apex, where Mr. Rollan is already positioned holding a steady line into the apex of Turn 5. Both drivers appear to realize they are converging at which point Mr. Burt turns slightly left and Mr. Rollan turns slightly right. There appears to be very light contact at the rear wheels when both drivers react. After the apex, Mr. Burt trails off the track on driver's left and Mr. Rollan remains on driver's right on the track and is never near the right side of Mr. Burt's car again.

The video evidence clearly shows that Mr. Rollan made a clean and controlled entry into the turn, that Mr. Rollan maintained a consistent line on driver's right through the turn, and that Mr. Burt moved from driver's left to driver's right as he sought to take the turn. The rear fender-to-fender contact was an incidental result of both drivers attempting to avoid contact and was unavoidable. Mr. Rollan did not push Mr. Burt off the track.

The COA recognizes the SOM made a decision based on the evidence presented at their hearing and their decision was proper given what they knew at that time.

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety. Mr. Rollan's original finishing position is restored, his championship points are restored, the three race probation penalty is vacated, and points added to Mr. Rollan's competition license are removed. Mr. Rollan's competition license shall be returned to him.

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

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | September 12, 2012

The Time Trials Administrative Council met via conference call on 9/12/2012 at 7:30 PM CST.

The following members participated:

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

Also participating Deanna Flannigan of the National staff.

Reports

- Approval of Minutes (AUGUST, 2012)(TONY MACHI)
- Report from the Safety Committee (Jerry Cabe)
- BOD director report- (Brian McCarthy)
- Chairman's comments (Tony Machi)

Old Business

- Operations Manual (Dave Deborde) No discussion manual due to Dave Deborde being unable to attend call
- Strategic Plan The Council will continue to review it. Will have a finalized plan for the BOD prior to the convention. Key points are aimed at Maintaining the program and growth.
- Rule changes for 2013

Clothing long sleeve shirts and cotton material discussed – Motion (Matt Rowe, Kent Carter second) to remove rules on clothing from TTR for Level 1-PDX and Level 1-Club Trials events. Motion passed 4-3. The specific change would be in effect with the 2013 rules. It is noted that a region may require long sleeves, etc. if they desire in their event's supplementary regulations. (Chicago Region, George Laws #8849)

Emergency vehicles requirements discussed. The TTR requires a BLS ambulance on site. Need to review/include information regarding safety equipment and response vehicle and or ambulance requirements

Roll bar construction and "pop-up" type factory roll-over protection in Level 1-PDX and Level 2-Club Trials events are under review. Member input is requested. The Safety committee to continue to look at this issue.

The level of car prep that would be allowed in Level 1-PDX and Level 2-Club Trials events was discussed. The council sees that there are a lot of vehicles that might be OK to participate, but the TTR does not specifically allow them (ie: vintage prepped production cars). While Level 1-PDX is designed to be driver training there are a number older racecars than might be appropriate for these events. Member input is requested.

- Sub-committee assignments

Secretary – Roy Mallory???

Safety Committee – Jerry and Chuck Deprow will rotate as liaison

Operations Manual – Dave Deborde

Rules - Jerry Cabe and Matt Rowe

Officials and Licenses – Craig Farr and Dave Deborde

- List of barriers in our respective divisions to growing our programs

A number idea about some of the barriers to growth were submitted to Brian McCarthy. Some of them were branding of Level 1-PDX and Level 2-Club Trials as they compare to Level 3 and 4 events. SCCA web site not friendly to Time Trials in the "What can I do with my car" options. Another is the price disadvantage that we face from race track run programs.

New Business:

- NEDIV Safety Committee Rep. (Matt Rowe) He submitted the name of Jen DeHart to be the safety committee representative.

- Convention:
 - a. Nominations for awards. The Council is seeking nominations for the TIME TRIALS EVENT OF THE YEAR and the RICK SHAFER PARTICIPANT OF THE YEAR.

Submitted by Chairmen Tony Machi

Meeting adjourned at 8:55 PM CDT

SOLO EVENTS BOARD

SOLO EVENTS BOARD | August 22, 2012

The Solo Events Board met by conference call August 22nd. 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 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.
- Nominations are needed for the Rookie of the Year and Driver of the Year awards. Descriptions of these awards and lists of past winners are found in the Solo Rules in Appendix V.

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 following class change proposals have been submitted by the SAC and are provided here for member review and comment (#8966):
 - Move from FS to **DS**: Lexus SC400 (1992-2000)
 - Move from FS to **GS**: Lexus SC300 (1992-2000)

STREET TOURING

- The SEB has approved the addition of David Whitener (#6094) and Matt Murphy (#6108) to the STAC.
- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #6100, 6127, 8868; STAC positions. Thank you for the interest in serving on this committee. The vacant positions have been filled.

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #8342, 8343, 8344, 8345, 8346, 8348, 8349, 8351, 8352, 8353, 8354, 8362, 8364, 8365, 8369, 8371, 8373, 8377, 8378, 8379, 8380, 8384, 8386, 8395, 8396, 8400, 8405, 8406, 8408, 8410, 8424, 8429, 8434, 8435, 8436, 8438, 8439, 8440, 8442, 8444, 8445, 8447, 8455, 8460, 8462, 8465, 8481, 8483, 8486, 8490, 8525, 8550, 8551, 8627, 8715, 8727, 8750; 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 SEB is recommending to the BOD (see below) that SMF become a full National class as of 1/1/2013.

PREPARED

- Vacancies exist on the Prepared Advisory Committee (PAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.

KART

- The following proposal has been provided by the KAC and is published here for member review and comment:
 - Change 19.1.A.4 to read as follows:

“4. Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender or class entered. Weights for entrants with karts having other engines are as listed in Section 19.1.D.3. *Minimum weight for ladies class is 20lbs less than the corresponding open class.*” (#7842)

NOT RECOMMENDED

Stock

- #8973, Mini Countryman AWD classing. Per the SAC, the Mini Countryman does not have a published SSF and its height is more than its average track width, therefore it does not meet the current minimum rollover safety requirements for Solo competition.

TECH BULLETINS

Stock

1. The following is a clarification to a previously-published new listing:
Fiat 500 Abarth (2012-2013) GS (#8931)
2. The listing clarification has been recommended by the SAC and approved by the SEB:
In class F Stock under Lexus, change "400" to "**SC400 (1992-2000)**" (#8966)

Street Touring

3. While the Fiat 500 (non-Abarth) is not allowed to run in Stock category due to failure to meet rollover requirements, the car may be run in STF if it meets the height/track requirements of 3.1. (#8634)
4. Aftermarket T-bar clamps in the induction system are considered higher performance than OE parts and are therefore not allowed by 13.0. NOTE: The additional clamping force may serve to withstand the higher boost pressures which can be developed through Street Touring allowances. (#8673)
5. The following new listings, effective immediately upon publication, have been recommended by the STAC and approved by the SEB:

Scion iQ CVT	STF (#7831)
Saturn Astra	STF (#8682)
Fiat 500 Abarth	STC (#8862)
Lexus SC 300	STC (#8967)
Subaru BRZ / Scion FR-S	STX (#7582, 7596)

Street Prepared

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

Mercedes SLK55 (2004-2011) (R171 chassis)	ASP
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7. Errors and Omissions: The following is a correction to a previously-published Tech Bulletin (#8167, 8879): Per the SPAC, 15.1.E contains no requirement that anything be used to replace the a/c **evaporator**, 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. (#9052)

Street Modified

8. Change Appendix A, 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.

RECOMMENDED TO THE BOD

The following previously-published items have been recommended to the BOD with an effective date of 1/1/2013. Items are shown grouped by category and by month of Fastrack publication.

GENERAL

April

- Replace 1.3.2.K with the following (adapted from the GCR):

1. No driver may consume alcohol until they have completed all their runs and completed their work assignment for the day. No official may consume alcohol until his duties have been completed for the day. Alcohol may not be consumed in the grid until after all the day's competition activities are concluded. Violators may be penalized

as provided in Section 9.

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

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

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

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

- Delete Section 4.9 in its entirety.

Comment: The SEB believes it can effectively serve the needs of the program by monitoring the class structures and participation levels, and dealing with issues on a case-by-case basis as they arise.

- Revise Appendix I to read as follows:

Sound Measurement at SCCA National Solo Events

The maximum limit will be 100 dBA.

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

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

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

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

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

May

- Change the second sentence of 4.1.A to read as follows:

Any underage driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete at Solo events, as long as the restrictions of the driving license or permit are met, and the event allows a passenger.

Also add to the end of 4.1.A as follows:

The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver.

- Change the first three sentences of 8.4 to read as follows:

The protest *should* be decided on the day of the event by a PC of at least three members, within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the PC must resolve it within *10 calendar days unless agreed to by the parties*. The delayed protest decision will be *forwarded to both parties of the protest in a mutually agreed upon method of either email or certified mail*.

Also change the second sentence of 8.4.1 to read as follows:

Members of the PC may also be drivers in the same event, but *at the National Championship* will not perform any other duties than those of the PC.

November

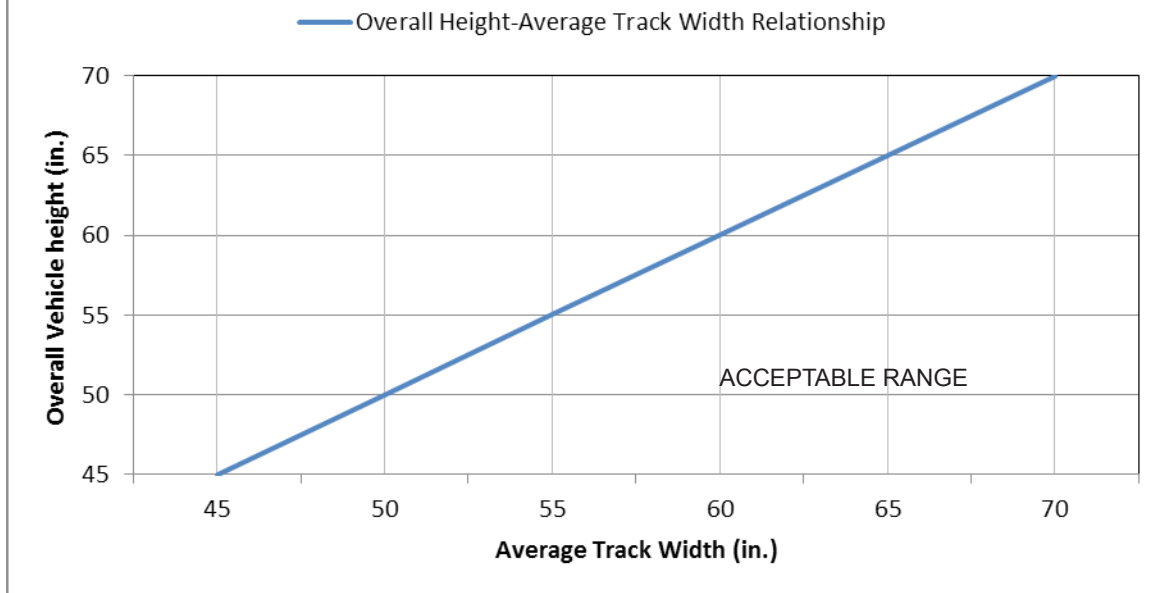
- Replace the latter portions of Section 3.1, beginning with “Rollover Potential Guidelines” with the following:

a. Rollover Potential Guidelines

The SSC has reviewed the allowance of competing cars with higher roll centers and has prepared the following chart to be used as a guideline for assisting Regional members in determining whether a vehicle has a higher than average potential to roll over in Solo® competition. Vehicles falling into the acceptance range still have the probability to roll over but they are less likely to roll over than those that are not in the acceptable range are. This chart is for all vehicles specifically listed in Appendix A.

An approach of this type is required to help event officials assess the rollover risk potential of vehicles which fall in a gray area between traditional Solo® cars and those which clearly have a “high center of gravity”. While it is imperfect, it should strike a balance between risk reduction and admission of the most vehicles to Solo® while introducing a consistent procedure for doing so.

Overall Height-Average Track Width Relationship



The measurements are to be taken from the ground to the tallest point of the vehicle for the Overall Vehicle Height and the normal track measurement as stated in Section 12.5 for the Average Track Width.

The SEB may use Static Stability Factor (SSF) for classing new vehicles. Static Stability Factor is defined as one half the track width divided by the height of the center of gravity above the road. Vehicles with an SSF of less than 1.30 should not be permitted to compete in our Solo® events due to their higher risk of roll over.

b. Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. A waiver from the SCCA® Technical Services Department is required for the use of such equipment in National Solo® events. Requests will be handled on a case-by-case basis.

STOCK

April

- Change the last sentence of 13.8.B to read:

However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

Also remove from Appendix F, under STOCK CATEGORY CLARIFICATIONS, the item titled "PORSCHE STRUT ORIENTATION."

July

- Move from BS to FS: Chrysler Crossfire SRT-6 (2005-'06)
- Move from AS to FS: BMW M3 (E90/E92/E93 Chassis) (2008-2012)
- Move from BS to FS: BMW M3 (E46 Chassis) (2001-2006)
- Move from AS to FS: Mercedes C63 AMG (non-Black edition) (2008-2012)

- Move from AS to FS: Lexus IS-F (2008-2012)

STREET TOURING

February

- Replace 14.10.J with the following:

Any engine or transmission mount is allowed provided it attaches only to the original mounting points, does not relocate the engine/transmission (other than incidental to changes in compliance material), and weighs no less than the OE mount. All components between the engine/transmission and the mounting structure are considered to be part of the mount assembly.

Also remove 14.8.E and re-letter subsequent sections accordingly.

Comment: The existing allowance attempts to retain bushing compliance through an ineffective restriction on metal content. Mounts of a solid nature can still be legally fashioned from hard plastic (e.g. Delrin). The proposed allowance replaces that ineffective restriction with one that instead limits weight reduction benefits.

May

- Modify 14.10.E as follows:

1) Remove the words "high flow" from the first sentence.

2) Add new sentence as follows:

Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3 inches.

Comment: this more clearly defines what a catalytic converter is, and specifies a minimum level of functionality. It should have no effect on existing installations of legitimate automotive converters.

- Replace 14.10.A with the following

Oil pans and pickups may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed.

Comment: Based on member feedback, this expands on the previously published proposal allowing oil pickup relocation within the OE pan. It is intended to allow common bolt-on solutions to oil starvation issues caused by high cornering loads, while minimizing potential performance enhancements.

STREET PREPARED

September 2011

- Move to FSP from DSP:

Honda
Prelude (1983-1987)
Prelude (1988-1991)

October 2011

- Move from CSP to DSP:

Toyota
Supra (1979-1981)

- Add to 15.9.F as follows:

A hole may be drilled in the firewall to permit passage of electrical wiring. It should be no larger than

necessary and shall serve no other purpose.

- Change 15.10.AA to read as follows:

AA. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. **Timing covers or valve covers may be altered for pulley clearance or access to adjustment.** Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of "silent" chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered *except as mentioned above*. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).

January

- Change Impreza listings in DSP to read as follows:

Subaru
Impreza (1993-2001) (all)
Impreza 2.5 (NOC)

Also remove from FSP:

Subaru
Impreza NOC

February

- Change 15.10.J to read as follows:

Engine *and transmission* mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts, may be replaced by manufacturer's performance part or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.) If one or more non-OE engine *or transmission* mounts are used, 15.10.K does not apply and a torque suppression device may not be used.

Also delete 15.10.N

June

- Change the ESP listing for BMW 528 et.al. from:

528, 530, & 533 (all)

to

528, 530, & 533 (non-turbo)

- Move from BSP to DSP:

Mazda
RX8

- Remove from 15.2.I the fourth sentence, which currently reads as follows:

"The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds."

Comment: This retains current aero allowances, and removes the 'intent' wording.

- Change 15.2.B to read as follows:

Factory rub strips, emblems, mud flaps, *rear wings or rear spoilers* may be removed.

Comment: This is a portion of the "Option 2" proposal, which is not being recommended in its entirety. Member input on both sides of the Option 2 discussion indicated support for this specific item. As most cars in SP have the option to remove wings via update/backdate, this change will not affect very many vehicles.

- Add new subsection 15.10.CC as follows:

CC. Cruise control systems may be removed in whole or in part.

July

- Change the DSP and FSP listings for the affected BMW, Chevrolet, Ford, Mazda, Toyota, Volkswagen models shown to read as follows:

In DSP:

BMW

318 (16v) & 325 (E30 chassis)

In FSP :

BMW

318i (8v, 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) (1975-1992)

Golf & Jetta (all, A2 chassis)

Corrado (all)

Golf & Jetta (VR6, A3 chassis)

Golf & Jetta (VR6 NOC, A4 chassis)

August

- Add new subsection 15.2.A.1 as follows:

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

STREET MODIFIED

May

- Remove Section 16.3.

Note: this section was provided when the SM category was first created, and is no longer viewed as specifically necessary since the category and its rules have matured.

July

- Replace 16.1.N with the following..

T-Tops, targa tops, sunroofs, moon roofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof, etc. or utilizes the OE panel mount points, and that the contour of **any replacement panel surface** does not vary from the contour of the part being replaced by more than 1 inch in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed.

- Replace 16.1.I with the following:

Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, **window washer system** may be modified, removed or replaced.

November

- In Appendix A, under Street Modified, remove the word “Supplemental” from the Street Modified Class Front Wheel Drive section heading.

PREPARED

February

- Revise the 4th paragraph of Appendix A.1.c. for XP to read as follows:

Wing endplate surface area is limited to 200 square inches each and the number of endplates is limited to a maximum of two. Convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle. *In the event that a convertible/roadster with no roof or a targa with no rear window retains the original equipment windshield frame with a windshield of any material that meets 17.2.K.1, the top of the windshield frame shall be considered top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.*

Comment: The intent of this proposal is to increase the allowable wing height for open cars with full windshields.

- Change the Appendix A listing for the Toyota Starlet in EP to read as follows:

Starlet (non-turbo, 2WD) (1981-1984)

Alt Engine: 4A-G (1.6L) with cyl. head P/N 11101-16010, or 11101-16030

Comment: The proposed change eliminates a potential engine/cylinder head configuration that was not available in RWD Toyotas

April

- Add the following subsections to 17.2.P:

3. All OE rear wings and rear spoilers may be removed.

4. Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.

June

- Replace the fourth and fifth paragraphs under Prepared Class C in Appendix A with the following:

Naturally aspirated cars with US produced 4-cyl, 6-cyl, and 8-cyl engines manufactured by a particular

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

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

Also change the subsequent paragraph to read as follows:

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

- Change the listing in EP for the Mazda RX4 to read as follows:

*RX4 (12A) (1974-78)
Specified Displacement: 2292 cc
Alt Spec: No peripheral port
Sedans (non-turbo, 2WD, NOC)*

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

*RX4 (13B) (1974-78)
Specified Displacement: 2616 cc
Alt Spec: No peripheral port*

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

July

- Replace 17.8.C.2 with the following (#7151):

The steering column is unrestricted. A collapsible type steering column having a layout and design and/or a column structure with impact and energy absorbing characteristics is strongly recommended.

- Add the following subsection to Appendix A, Section 9 for X Prepared (#7239):

c. Regardless of the Minimum Weight Calculations above, no car with a turbocharged or supercharged engine shall weigh less than the following Minimum Weights:

*RWD: 1,700 lbs
FWD: 1,575 lbs
AWD: 1,825 lbs*

Also add the following subsection to Appendix A, Section 1 for X Prepared:

h. Minimum track width of 55 inches

Comment: The intent of this proposal is to ensure the continued popularity of XP by limiting participation to vehicles above specified weight and width minimums. This proposal replaces the minimum weight proposal for XP originally published in the February 2012 Fastrack.

- Add the following to Appendix A for C-Prepared (#4597, 8315):

Traction control/stability control may not be added to a car which was not equipped with an OEM traction/stability control system. OEM systems may be retained, but may not be replaced or modified in any way

other than deletion.

Comment: The intent of this proposal is to explicitly prohibit non-OE traction/stability control systems in C-Prepared.

MODIFIED

January

- The following reorganization of the Solo Vee rules has been provided by the MAC. The intent of this rewrite is to eliminate redundancies and to organize the rules so the reader can easily find things. Minor changes have been introduced to bring the original rule set, written over 15 years ago, and the updated rule set, introduced 5 years ago, into harmony.

Changes include the following:

- The engine rules are now contained in two categories: "Engine Choices" and "Engine Component Allowances". Valve sizes and carburetor choices, which are in two places in the current rules, are now found in a single location.
- Weight minimum is now in its own category. In the current rule set it is included in the definition of the category.
- All sub-categories have their own section.
- There was minor rewording of rules (particularly of the disc brake rule) to improve clarity. (The current rule--D.3.f.--refers to rear brakes. The proposed rule set clarifies the disc brake rule to include front and rear brake systems.)
- The current Solo Vee rules included an allowance for radiator fans for F500s (as well as Solo Vees). If this reorganized rule set is adopted, a radiator fan item will be added to the F500 section.

The proposal is as follows: Replace subsection C under Modified Class F in Appendix A with the following:

C. Solo Vee as per the following definition: Solo Vee is based on FV and all cars shall meet all specifications described in Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the GCR/FCS except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine Choices

a) Any stock 1600cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.

b) Solo Vee engines may have increased compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding, is prohibited. Valve guide centers shall remain OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28mm venturis. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted.

OR

c) Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Increased displacement engines up to 1915 cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is permitted. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.

d) There shall be no "mixing" of allowances, e.g. carburetors from "c" and displacement from "b" above.

2. Engine Components

a) Mixing of parts between different air cooled engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.

- b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.
- c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.
- d) The flywheel from either the alternate engine or from the 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.
- e) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.
- f) Counterweighted crankshaft and eight-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as stock. Crankshaft journals may be ground undersize a maximum of 0.030" less than stock dimensions. Crankshaft pulley is unrestricted.
- g) Deep sump oil pan up to 2.5 quart additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are prohibited. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator (e.g. Accusump) may be fitted.
- h) Camshaft and valve train components are unrestricted with the following exceptions:
1. Pushrods shall be made of metal.
 2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.
 3. Roller camshafts are prohibited.
 4. Rocker arms shall be standard ratio VW.
 5. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.
- i) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angle(s) are unrestricted.
- j) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (such as Helicoil) is permitted providing that the spark plug centerline is not changed.
- k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.
- l) Voltage regulator, generator, and/or generator stand may be removed.
- m) One or more batteries may be used.
- n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.
- o) Valve covers are unrestricted and may be bolted on.
3. Transaxle
- a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.
- b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.
- c) A device for locking-out reverse gear may be used.

d) A limited-slip differential (LSD) is permitted.

4. Bodywork

a) Bodywork to the rear of the main roll hoop may be removed.

5. Front Suspension

The front suspension shall be standard VW Type I sedan H-beam front suspension (i.e., link pin or ball joint) or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

a) Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.

c) Removal of the shock towers above the upper H-beam tube centerline.

d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free.

e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.

f) Replacement of torsion bar rubbers with spacers of another material.

g) Installation of any ride height adjuster(s) is allowed.

h) Removal of the drum brake backing plates is allowed.

i) In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.

j) In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

l) Steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

6. Wheels

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location.

b) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

7. Rear Suspension

a) The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.

c) Springs, shock dampers, their actuation, and camber compensating devices are free.

8. Braking System

- a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.
- b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.
- c) Any type lining or pad material may be used.
- d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.
- e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.
- f) Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.

The allowances above apply to front and rear brakes.

- g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.
- h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.
- i) Brake lines may be of any suitable material, including steel braided lines.

9. Weight

- a) Minimum weight is 1000 lbs with driver.

Also add in Appendix A, under Modified Class F, subsection A, a new subsection 9 as follows (to retain the allowance which is no longer contained in the above restructure):

- 9. *Electric radiator/engine cooling fan(s) may be installed.*

July

- Add new section 18.1.D.6 as follows:

6. Turbocharging and supercharging are permitted for all engines, subject to the displacement factor of 18.0.C. In class D Modified, such induction systems must have a restrictor on the inlet side of the turbocharger/supercharger. All inducted air must pass through this restrictor, which must be constructed of metallic material. The minimum orifice (choke) diameter of the restrictor shall be no greater than 33mm. The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece, without moving parts.

October

- Relocate/modify sections pertaining to Solo Vees as follows:

- 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: This version of the proposal makes no changes to existing Solo Vee preparation allowances. The MAC neither intends nor expects the competitive position of the FF platform to change with this move. This revised form of the proposal was provided to address concerns with the original which were expressed by the membership.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | September 5, 2012

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

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

Chairman Cashion called the meeting to order at 7:00pm CDT.

Committee Reports

- RallyCross Safety Committee (Bob Ricker): Ricker reported that the changes to the Safety Steward Training presentation suggested by the RXB after the last meeting have been made. Ricker will forward the presentation to the legal department for approval prior to publishing it at the SCCA website.

The Safety Steward training session in Colorado is still pending. Current plans are for a September date in conjunction with an event.

Ricker also reported that no incidents have been reported thus far in 2012.

- RallyCross Rules Committee (Warren Elliott): The Tuner category rules proposal has been posted at the forums and has prompted several comments from the membership. Some comments suggest the additional category will dilute the other categories. The Rules Committee will continue to monitor comments.

A tech bulletin has been posted at the forums 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. This bulletin will also be posted at the SCCA website.

Elliott requested adding Pete Remner as an additional member to the Rules Committee.

- National Championship Committee (Brent Blakely): See New Business below.
- Marketing Committee (Ron Foley): The goal is to place the open invitation to the National Championship from Ken Cashion as a banner at the RallyCross tab of the SCCA website and send it out as an E-Blast.

Warren Elliott will start his "Who's Going to Win" thread at the forums the week of September 10.

Foley is continuing to work to secure a school certificate from Team O'Neil Rally School to be given as the Hard Luck Award at the 2012 National Championship.

Foley is continuing to request National Challenge results be linked to the RallyCross National Challenge page of the SCCA website.

- Divisional Steward Liaison (Stephen Hyatt): The deputy steward program is progressing with nearly half of the Divisions having a deputy steward. Hyatt requested each RXB member contact his respective Divisional RallyCross Steward buddy to encourage finding a deputy steward if one has not yet been found.

The search for a new Divisional Stewards' chairman continues, as a willing chairman has not yet stepped forward. Hyatt will continue the role in conducting the monthly conference calls. The issue will be addressed again in December.

Hyatt has organized a Regional programs conference call scheduled for September 17 at 7pm CDT. This will be a conference call where all Regional program directors can meet and discuss various RallyCross topics and their programs' needs. Planned discussion items are the program growth initiatives, questions from the Regions, and a request for National Championship attendance in October.

- Forum Activity: Warren Elliott reported that few forum discussions have occurred in the past month but with an increase of discussion following the release of the Tuner category rules.

Old Business

- Safety Steward Licensing: The RXB discussed Safety Steward licensing standards, the role of the Divisional RallyCross

Stewards in that process, and possible alternative processes in cases of conflict or tension between Regional and Divisional personnel. This will be a continuing topic of discussion and is planned as a discussion item with the Divisional RallyCross Stewards at the 2013 SCCA Convention.

- Class champs list (Ken Cashion): Cashion reported no progress since the last meeting. He will have the list together for the publication of the 2013 RallyCross Rules.

New Business

- Distribution of duties for National Championship event: Brent Blakely announced he would no longer be able to attend the 2012 National Championship or to his work duties there. Ken Cashion suggested dividing up those work duties among the other RXB members. Those divisions will be Foley covering the schedule and order, Cashion will address the site plan and logistics, Elliott will take care of personnel, and Hyatt will be the Region interface and take care of any information distribution. A final meeting prior to the event is scheduled for around September 19.
- 2013 National Challenge proposal (Howard Duncan): Tabled until the next meeting when Howard Duncan can attend. Ron Foley requested an earlier scheduling process for the 2013 ideally occurring during the last quarter of 2012.

The meeting adjourned at 8:51pm CDT.

Next meeting: October 10, 2012

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | Sept. 4, 2012

The RoadRally Board met via conference call on September 4, 2012; called to order at 7:35 pm CDT.

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

August minutes approved.

Opening Comments from Chairman Rich Bireta:

1. November *Sportscar* On Rallying column by Rick Beattie - nice column, we are all in this together, everybody responsible for getting road rally items done; chairman's job is to keep things on track, keep things moving; the October column was positive about the USRRC; Sasha suggested doing an article about regions that are doing things that warranted articles, Rick was already planning to do this.
2. RRB members again do one RRB-task this month – worked well this past month, good start to getting things done.

Old Business:

1. National Committee membership discussion about candidates done in Executive Session. More in October.
2. 2013 USRRC Location -- solicitation for 2013 Host Region reposted 8/29; Rich will post to the Yahoo group; Eva will post to the Facebook page.
3. Eva will post the flyer for this year's USRRC to the forum, and on the SCCA Web page; what about a press release? Deena will do this. Eva will wait for official SCCA release, and then make sure other postings agree.
4. 2013 Rules Change – Review Experience-Based Classes proposal:
Chuck updated proposal in the Dropbox and reported that there were not many comments on the Forum, one revision is to keep three lists – GTA, tour, course, and a suggestion that those already in master stay there which keeps sportsman and expert open to those entering; Chuck explained the points and changes; Clarence says that this primarily affects GTAs.
Motion (Sasha/Chuck): refer this proposal to the rules committee with comments due back by the end of Sept; passed with Clarence opposed.
5. RRB Recurring Calendar: see proposed calendar in the Dropbox; Rich asks that we look at the document, see if there are any omissions; talk about it next month.
6. Road Rally Events Calendar at www.scca.com:
There was discussion regarding user-maintained calendar on Yahoo group. Rich feels that we need an RRB position as follows:
 - i. Sanction requests cause entry in scca.com Rally Events (current process)
 - ii. (Google search of "road rally events scca" returns this as top hit)
 - iii. Jeanne maintains "Prospective Events calendar", needs to be easier to find on the SCCA website
 - iv. Add link under "Rally Events" to "Prospective Events", which is Jeanne's calendar
 - v. A broader calendar (including non-SCCA sanctioned events, end-user-maintained) is a topic for the broader road rally community to address.

Regions need to send in 2013 events NOW so they can be listed; reminder - there is no charge for a calendar request.

Break 8:37, reconvened 8:46

New Business:

1. Special recognition (Chuck) – deferred.
2. National Events Committee – 2013 (Clarence) – Clarence met with Mike T. and Bob D in August; make comments to Clarence by Sept 14
3. Regional Development Committee -- Rich is looking forward to getting going on this.
Sasha suggests regularizing committee names: National Events Comm., Regional Events Comm., and GTA Events Comm. Publicity Committee -- Dave Head has volunteered, still recruiting other members; Sasha is waiting until after the first Publicity Committee meeting before having a GTA Comm. Meeting.
4. USRRC 2012 – Detroit – which RRB members are planning to attend? Clarence, Sasha, Deena, Jeanne, Chuck, Rich; Town Hall Saturday night.
5. Posting National Standings -- who does this, when? Eva posts on the Forum, Deena will check with SCCA webmaster about posting on the SCCA website.
6. Closed Controls – Receiving in time (Clarence) – how do you know what your times are at passage controls? He thinks this should not be allowed, that we should be able to see our times during the rallies; should we refer this to the rules committee? Solicit comments from committees and/or contestants who put on/compete in these rallies?
7. Review To Do list. – Sasha found the list, Rich consolidated, it's in the Dropbox – it's a very long list, pick six or so that you

think we should work on, we will compare lists next month.

8. Other new business – Clarence says we need more rally pictures.

Next meeting Tuesday, October 2, 2012, via conference call.

Meeting adjourned at 9:30 pm CDT

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/>