

BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | Oct. 21-22, 2011

The SCCA National Board of Directors met in Topeka, Kansas Friday, October 21 and Saturday, October 22, 2011. The following members participated: Jerry Wannarka, Lisa Noble, RJ Gordy, Michael Lewis, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, and Marcus Merideth.

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

Erik Skirmants, President of SCCA Enterprises and Tom Campbell, President of SCCA Pro Racing participated in the meeting. Bob Dowie, CRB Chairman, Jim Wheeler, Member of the CRB and Steve Hudson, SEB Chairman participated in the meeting on Saturday, October 22, 2011.

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

The meeting was called to order by Chairman Wannarka.

PLANNING COMMITTEE REPORT

Planning Committee was tasked with the development of a plan to improve National Club racing. They presented a proposal including a pilot program that targeted the national club racing program. The pilot program for 2012 is for six events to be held in the following divisions: SW, MW and RM Divisions; this includes 3 of the BFG Super Tour events.

The BoD expressed support for continuing to develop this plan and for Staff to provide support. Staff was tasked with providing further details, schedules, proposed GCR changes as well as a communication package for approval at the December BoD meeting.

MOTION (Kephart/Walsh) that the Board of Directors endorse the presented plan for Club Racing including the pilot series to be run in 2012 in Rocky Mountain, Southwest and MiDiv and to instruct the staff to identify waivers from the GCR and Ops Manual required to implement this pilot. Plan will be presented for approval to the Board of Directors at the December 2011 meeting. **PASSED** unanimously.

Chairman Wannarka extends his thanks to the Planning Committee and staff on the work done on this project over the past couple of years.

SCCA ENTERPRISES

Erik Skirmants reported that overall in 2011, Enterprises was a healthy company. Net income above 2010 at this point. Enterprises does see trends in sales of parts slowing down as people stretch out replacement intervals due to economic conditions. Dyno work and engine spec on rebuilds consistently within 1.5 HP. All Runoff's engines were within the spec. For 2012 the focus will be on Club Racing and various Pro Racing projects.

RISK MANAGEMENT

Pete Lyon updated the board on pending litigation and trademark infringement issues. He also contributed to prohibited substance revision language in GCR.

FINANCE REPORT

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Richard Ehret explained that total revenues through 9 months are slightly below projected budget. Some areas such as insurance recovery and sanction fees are below budget while other areas such as sponsorship are over budget. Excellent cost control focus on operating expenses displayed by Staff. Projecting positive results for 2011 and currently working on 2012 budget.

Staff directed by BoD to look into a checks and balances system for Post Event Audit Reports and provide an update in December 2011.

MEMBER SERVICES REPORT

Colan Arnold reported on plans for 2012 Convention. Staff presented a convention format alternative for 2013 which included additional emphasis on Divisional conventions. The consensus of the Board of Directors was that the current format adequately met the needs of the organization.

Membership statistics were presented and reviewed. Colan Arnold initiated discussion about the need for membership options for those with different levels of participation as SCCA has evolved from a social club to a participation club.

MOTION (Merideth/Noble) to approve implementation of multi-year membership and multi-year licensing as presented. PASSED Unanimously.

Arnold gave a status update and timeline of current projects. Data collection project update will be given to the BoD in February 2012.

SCCA PRO RACING

Tom Campbell gave an update to the board on the 2011 season for Pro Racing as well as the progress for 2012. Pro supported 8 series in 2011. Current focus is on developing the schedule for 2012. Pro will have a presence at PRI this year.

MARKETING COMMUNICATIONS REPORT

Eric Prill discussed travel and presence at SEMA, PRI and IMIS. PRI is on the same weekend as the Board's December meeting.

He discussed the success of the ALMS program Star Performer. ALMS took out an ad in latest issue of SportsCar that recognizes the 2011 Star Performers.

SportsCar for 2012 includes some digital issues. The digital issues will include FasTrack and a separate digital issue will be focused on new members and how to get involved.

A hands on review of the website was also given. Feedback has been largely positive.

RALLY/SOLO AND SPECIAL PROJECTS

Howard Duncan reported that the RallyCross National Championship participation increased 30% to 100 entries. The site worked well and the event was a success on all counts. The site has been sold and availability for next year is uncertain.

RallyCross board members are working on program development and have dedicated conference calls to address this subject. A detailed update will be given in December.

SCCA Foundation Board held a conference call this past week. Discussion on potential car raffle as fundraiser for Foundation. Discussion about SCCA archives and possible Lincoln Museum space for archives and display.

Street Survival liaison group has task oriented calls and are making progress. Plans are moving forward for Street Survival Summit at end of SCCA National Convention in 2012.

Staff met with SAE representatives at Solo Nationals. Clancy Schmidt is the project manager of the SAE "alliance". SCCA will be providing support for the Formula SAE event in Lincoln June 2012.

2011 National Solo Overview shows average attendance down 10% and total entries up. Continued to improve operationally with the capital improvements made this year. The National Championship was marginally down 1.4% 1157 to 1141. Site continues to be a draw and midseason mega event at Lincoln was a hit with 350 and 250 entrants. Operationally, at Nationals are continuing to improve. 2012 is 40th annual event...the season will be dedicated to promoting 40th anniversary.

Primary target in 2012 is to reemphasize the regional program. This is driven by decline in regional participation...10-15% drop in participation. At divisional meetings, we're going to do a needs assessment and work to develop training tools to assist regions with these events.

Regions tools package. New role for divisional stewards geared more towards program development.

MOTION (Walsh/Jones) to approve Solo rules package as presented Appendix A. PASSED unanimously.

Jerry Wannarka spoke on behalf of the Board of Directors thanking Steve Hudson and the SEB for their hard work.

TECHNICAL SERVICES REPORT

Doug Gill led discussion regarding volume of tech calls fielded during championship events which indicates that not everyone attends the championship events.

Article on website about B Spec Test that Doug attended...atmosphere was very positive.

The Board of Directors requested that a technical bulletin be issued regarding FIA certification and SFI recertification of head and neck devices.

CLUB RACING REPORT

Report on Runoffs was generally good feedback, some areas that had issues in 2010 improved in 2011. Registration, earlier for workers and later for drivers worked well. Champion's Row paddock space well received. Registration improvements planned for 2012. Also improvements planned for parking and radio communications. Good review of participation, worker count, what worked and what needs improvement.

Runoffs wrap-up, trophy mailing, appreciation letter, recap meeting with track, budget and revenue finalization and start planning for 2012.

Plans for 2012: GCR goes to e-copy for 2012. New drivers, drivers transferring in from other racing organizations, Stewards, and select tech personnel will get hard copy for 2012. Specialty update manuals, working on a staggered 5 year rotation plan. Plan will involve updating 2 specialty manuals for submission to the CRB each year. Specialty DAs and Executive Stewards to do the updating and once they are CRB approved, will be posted on our website. Working on B-spec plan. Exec Steward and CRB plans to use video conferencing capability in 2012. Determine 2012 Track review schedule, planning start for 2012 and for 2013 50th Runoffs.

Jerry Wannarka spoke on behalf of the Board of Directors recognizing the staff for excellent championship events this year and thanked them for their contributions.

CLUB RACING RULES CHANGES

Bob Dowie and Jim Wheeler presented the recommended rule changes see Appendix B for Club Racing on behalf of the Club Racing Board.

Jerry Wannarka spoke on behalf of the Board of Directors thanking the CRB for their hard work.

MOTION (Langlotz/Creighton) to waive GCR section 1.2 Section D in Appendix B to allow the Atlanta Region to sanction three national events in 2012 as presented in the Briefing Book. PASSED. Opposed Merideth, Gordy and Lewis. Abstained Wannarka.

MOTION (Langlotz/Creighton) to waive GCR section 1.2 Section E in Appendix B to allow the Atlanta Region to hold three national events at RoadAtlanta in 2012 as presented in the Briefing Book. PASSED. Opposed: Merideth, Gordy and Lewis. Abstained Wannarka.

MOTION (Kephart/Butler) to accept the GCR changes needed to support the Super Tour, specifically item 3.1.2 and 3.9.3 with deletion of base points. PASSED unanimously.

MOTION (Patullo/Lybarger) to delete the language in GCR Section 3.1.7 requiring Board approval for Rationals. PASSED unanimously.

There was extensive discussion about the 2.5 rule.

MOTION (Gordy/Lybarger) To suspend the 2.5 rule for 2 years (2012 and 2013 seasons) and allow the CRB, with Board approval, to manage the National classes. PASSED 9-3-1. Opposed: Langlotz, Patullo, Lewis. Abstained: Wannarka.

MOTION (Jones/Langlotz) to approve exceptions to GCR scheduling requirement in order for Houston Region, Lone Star Region and Texas Region each be allowed to hold 4 Nationals during the 2012 season. PASSED 11-0-2 Opposed none; abstained Wannarka and Noble.

MOTION (Kephart/Creighton) to approve exceptions to GCR scheduling requirement in order for Colorado Region and Continental Divide Region be allowed to hold 4 Nationals during the 2012 season. PASSED 9-0-4 Opposed none; abstained: Lybarger, Wannarka, Noble, Butler.

Gordy reported that on a conference call with the Executive Stewards there was a desire to create a compliance fee for unfunded compliance issues. The CRB was asked to look at the pros and cons of the creation and implementation of a classwide compliance fee and report back to the Board in December.

Liaison Reports

Patullo/Merideth discussed the CRB composition and plan for replacing outgoing members and advisory committee. Appointments will be made in December.

MOTION (Merideth/Lybarger) to adjourn. PASSED Unanimously.

APPENDIX A – SEB Rule Changes

GENERAL

ITEM 1) Delete Sections 1.2.B thru G which outline Divisional Solo Stewards responsibilities.

Add to 1.2:

“Administer Solo events between regions (Inter-Regional events). Inter-Regional events may include regions in different Divisions. Inter-Regional events will be conducted using the mandatory rules listed in Section 1.1.”

Delete:

“4.2.C.2. Eligibility to enter the Solo National Championship is limited to persons having competed in either a Divisional Solo or a Solo National Tour event in the previous twelve months, current National Solo Champions, or event officials as listed in Section 5 of either a Divisional Solo or a Solo National Tour event conducted in the previous twelve months. A waiver of these eligibility requirements may be granted, upon showing of reasonable cause, by the SEB. All requests for waivers must be received in writing by the Solo Department by the date specified in the Supplementary Regulations and accompanied by a check or money order in an amount which is twice the current National Tour event entry fee, payable to SCCA. The fee will be held by the National Office and earmarked for Divisional Solo program use.”

Delete references to Divisional Solo events in the following sections:

1.1.4; 1.6.2.F; 1.1, 1.3.2.D.4; 1.5.H; 3.1; 3.7.H; 4.1.B; 4.8.A; 5.1; 5.1.A; 5.3.C; 6.1; 6.8.D; 6.9; 7.7; 7.8; 7.10; 8.2.1; 8.4; 13; Appendix A, pg. 159; Triad Award, pg. 343.

Delete the first sentence in 1.4.3 and Appendix E.IV.

Delete 1.4.2, 7.2.2, 4.2.B.

Rewrite section 1.2.8:

“1.2.8 Inter-Regional Solo Event

An Inter-Regional Solo Event is primarily planned and administered by a DSS using the broad policy guidelines of the SEB with assistance from the SCCA Solo Department.

SCCA FasTrack News September 2011

ITEM 2) Change section 1.3.2.D:

“D. A passenger is allowed provided he/she:

- 1. is no younger than twelve (12) years old;*
- 2. is in a vehicle which has passed tech inspection;*
- 3. is wearing a properly fitted seat belt and a properly fitted helmet;*
- 4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.*

In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. ~~Passengers are not allowed during competition runs in Divisional, National Tour, and National Solo events.~~ The only passengers who may be allowed during competition runs in National Tour and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their driver's license requiring a passenger.”

SCCA FasTrack News May 2011

ITEM 3) In Section 3.1, under “Rollover Potential Guidelines,” add:

“As an alternative to SSF, the U.S. Department of Transportation's Rollover Rating may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable.”

SCCA FasTrack News September 2011

ITEM 4)

Modify 4.1.D to read as follows:

"D. The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat. *For this purpose the event organizer is defined as:*

Regional event: event chairman or region Solo chairman

Divisional Event: Host Region RE or Divisional Solo Steward

National Tour and Championship events: Committee of Vice President of Rally/Solo, Event Chairman and SEB Chairman

Pro Solo: Vice President of Rally/Solo or designee."

Add a new paragraph to 8.3.9 Notifications as follows:

"If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the PC Chairman will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty, background information, and any appeals to the NAC."

Change 10.8 to read as follows:

"10.8 PUBLICATION AND EFFECT OF DECISION

The SCCA will distribute all final NAC decisions, including the names of all parties concerned. Persons, entrants or organizations referred to in each said decision shall have no right of action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the AC shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the AC shall be effective immediately as stated in its decision. *If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the NAC will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty."*

SCCA FasTrack News June 2011

ITEM 5) Change the third paragraph of 6.10:

"All vehicles in classes subject to weight requirements and in trophy positions as determined by the official results will be weighed. If there is any question about compliance with weight requirements, the vehicle ~~must~~ will be weighed in both directions ~~and the scales should be recalibrated with test weights."~~

SCCA FasTrack News June 2011

ITEM 6) Change section 9.4.1 Penalties to read as follows:

"9.4.1 Penalties

The penalties in increasing order of severity are as follows:

9.4.1.1 Reprimand

A reprimand against an SCCA member shall be noted in the official results of the event

9.4.1.2 Time or Position

Penalties expressed as addition of time or loss of finishing position may be imposed.

9.4.1.3 Disqualification from Competition

Disqualification from competition may be imposed on an entrant, driver, or car.

9.4.1.4 Probation

Probation of SCCA Solo competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA Solo event, until such time as it is lifted.

9.4.1.5 Suspension

Suspension of SCCA Solo competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA Solo event until such time as it is lifted.

9.4.1.6 Expulsion from SCCA

Expulsion from the SCCA may be imposed as provided by the SCCA by-laws."

SCCA FasTrack News June 2011

ITEM 7) Change section 11 to read as follows:

"11. AWARDS

A. Awards shall be ~~presented~~ awarded to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof (e.g., six awards for 18 entrants).

B. *At the Solo Nationals, a National Championship award will be presented when a competitor competes in a National Championship eligible class which has 3 or more participants."*

SCCA FasTrack News June 2011

SAFETY

ITEM 8) Add a new subsection to 1.3.2 Other Operating Requirements:

“U. Competitors are responsible for using proper support (e.g. jack stands or other similar means) to safely support a raised vehicle if any person is underneath the car.”

Note: This is simply codifying a safety requirement which has been understood for many years.

SCCA FasTrack News June 2011

STOCK

ITEM 9) Change 13.2.H:

H. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. *Stock rollover hoops and covers may be removed if the resulting installation meets the Basic Design Considerations of Appendix C. The total weight of components added must not be less than that of components removed.*
2. Roll cages may be added; it is strongly recommended that roll cages be constructed according to the GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame, or has bracing both fore and aft of the main hoop.”

SCCA FasTrack News March 2011

ITEM 10) Change 13.7:

“13.7 ANTI-ROLL (SWAY) BARS

- A. Substitution, addition, or removal of a *single* anti-roll bar and supporting hardware (brackets, end links, bushings, etc.) is permitted.
- B. Substitution, addition, or removal of an anti-roll bar may serve no other purpose than that of an anti-roll bar.
- C. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
- D. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

Comment: The origin of Stock sway bar rule was an allowance to improve vehicle dynamics at a time when sway bars were not commonplace in new cars, and RWD was the most common layout in the automobile industry. FWD and AWD are common today, and throughout the years there have been comments pointing out that FWD cars would benefit more from a rear sway bar change. In an effort to broaden the field of competitive vehicles across the entire range of the Stock classes, the SAC would like to introduce the option of changing or adding the front OR rear sway bar. The committee believes this promotes the core values of the club by increasing participation with broader choices of competitive models, improved tire wear and improved handling for specific vehicle drive trains.

SCCA FasTrack News June 2011

ITEM 11) - Change 13.8.E:

“If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.”

SCCA FasTrack News June 2011

ITEM 12) Move to SS from exclusion list:

Dodge Viper (2008-09)
Porsche 911 GT3 (997chassis, non-RS)

SCCA FasTrack News August 2011

ITEM 13) Move to DS:

Chevrolet Camaro (V6) ('10-'11) – From GS
Dodge Challenger (V6) ('09-'11) – From GS
Hyundai Genesis Coupe (V6) ('10-'11) – From FS
Infiniti G35 Coupe – From FS
Infiniti G37 Coupe – From FS

SCCA FasTrack News May 2011

ITEM 14) Move to DS from CS:

Mini Cooper S JCW (2006-'11)
Mini Clubman S JCW (2009-'11)

SCCA FasTrack News July 2011

ITEM 15) Move to GS from BS:

BMW 325i & 325is ('87-'91)
BMW 325ix ('88-'91)

SCCA FasTrack News March 2011

STREET TOURING

This package of changes is designed to achieve the following:

- 1) Make a wider variety of cars competitive. Specifically, the “ST-FWD” class will be targeted at newer, heavier FWD sedans such as the Mini Cooper, Mazda 3, Acura RSX, Toyota Corolla and Scion tC, as well as the new small FWD microcars (e.g. Mazda 2, Honda Fit, Ford Fiesta, Toyota Yaris)
- 2) Give competitors a wider variety of solutions to the allowed modifications.
- 3) Maintain as much of the current competitive landscape as possible.
- 4) Eliminate “class-hopping”, where a car is run in multiple ST classes
- 5) Make it easier to verify rules compliance, both for competitors and for officials
- 6) Unify allowances across the category to minimize impact of classing changes

ITEM 16) Replace first paragraph of 14.0 with:

“The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use.”

Note: While maintaining the original vision of the category, this softens the “legality” language to better match the proposed allowance changes.

Replace 14.6.A with the current wording of 14.6.E and remove the words “STX and STU”.

Note: This standardizes the brake allowances for the category on the existing STX and STU allowance.

Remove the Appendix F clarification under Street Touring titled “Emissions System”.

Change 14.10.F to read as follows:

“F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. *Traction control parameters may not be altered. Any standard OBD communications port functionality must remain. Check Engine Lights (CEL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.*

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing
2. *Supplementary (“Piggyback”) ECU may be used subject to the following restrictions:*
 - a) *Connects between the standard ECU and its wiring harness only.*
 - b) *Must be plug-compatible with the standard ECU (no splices).*
3. Electronic components may be installed in-line between an engine’s sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU’s operation of the engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.
4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.”

Note: This expands the methods of allowed ECU tuning with the introduction of popular “plug n’ play” piggyback controllers. Restrictions limit the applicability and value of high end standalone ECUs masquerading as piggybacks. It also removes the emissions legality language, allowing the disabling of Check Engine Lights.

In 14.10.E, remove the ST, STS, & STR section and remove “STX, STU” from the first sentence of what remains.

Note: This standardizes the catalytic converter allowances for the category on the existing STX/STU allowance.

In 14.10.K – Add STF to the first sentence and replace ST with STC (“STC, STS, STF –”).

Note: This maintains the current status quo regarding aftermarket limited-slip differentials.

SCCA FasTrack News February 2011

SCCA FasTrack News July 2011

Change the ST listings in Appendix A:

“Only cars which are specifically classed are eligible for competition at National Tours and the National Championships.”

Note: Competitors currently competing in a car that is covered by a catch-all classing are advised to request specific classing in order to maintain eligibility.

Street Touring FWD (STF)

Acura RSX
Acura TSX
Ford Fiesta
Ford Focus (all)
Honda CR-Z

Honda Civic (2001-2005, all)
Honda Civic (2006-2011, non-Si)
Honda Fit
Kia Forte/Koup
Mazda 2
Mazda 3
Mazda 6
MINI Cooper (non-S)
Mitsubishi Lancer (non-turbo)
Scion tC, xA, xB
Toyota Corolla (1998-2011)
Toyota Yaris
VW Golf 2.5

Street Touring Compact (STC)

Acura Integra (1986-2001)
Audi A4 1.8T
Audi TT Coupe and Roadster (non-quattro)
Dodge/Chrysler Neon
Ford Escort GT (1991-1996)
Ford ZX2 (1998-2003)
Honda Civic (1984-2000)
Mazda 323 GT & GTX
Mazda Protégé (1999-2003, NOC)
Mazda Protégé MP3
Nissan 240SX
Nissan NX2000 (1991-1994)
Saturn SL, SW, SC
Sentra SE-R (1991-1994)
Subaru Impreza 2.5 RS (1998-2001)
Toyota Celica (1986-2005, non-turbo)
Toyota Corolla FX16
Toyota Corolla (1984-1987)
Toyota Corolla (1988-1991)
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)
Volvo S40 (non-T5) & V40
Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

Street Touring Sport (STS)

BMW Z3 4 cyl.
Honda CRX
Honda del Sol
Mazda Miata (1990-1997, non-Torsen equipped)
Mazda RX-7 (non-turbo, NOC)
Pontiac Fiero (4-cyl)
Toyota MR2 (1985-1989, non-supercharged)
Toyota MR2 (1991-1995, non-turbo)

Street Touring Xtreme (STX)

Acura Integra Type R
Audi A3, A4, & TT Quattro
BMW 3-series (E30 chassis, including M3)
BMW 3-series (E36 chassis, non-M)
BMW 3-series (E46 chassis, non-M)
BMW 3 Series (E90 chassis, non-turbo) (2006-2010)
Chevrolet Cobalt SS (Turbo)
Chevrolet Camaro (up to 5.0L)
Eagle Talon Turbo (AWD)
Ford Mustang (up to 5.0L)
Honda Civic Si (2006-2010)
Infiniti G35
Lexus IS300
Mazda RX-8
MazdaSpeed Protégé
Mazdaspeed 3
Mazdaspeed 6

MINI Cooper S & Cooper S JCW
Mitsubishi Eclipse Turbo (AWD)
Nissan Sentra SE-R Spec V
Pontiac Firebird (up to 5.0L)
Subaru Impreza WRX (2002-2008, non-STI)
Subaru Forester XT (2003-2008)
Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)
Volkswagen R32
Volvo C30
Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

Street Touring Ultra (STU)

Audi S4
BMW 3 Series (E90 chassis, including M3) (2006-2010)
BMW M3 (E36 chassis) (1995-1999)
BMW M3 (E46 chassis) (2000-2005)
BMW 135i
Chevrolet Camaro (over 5.0L)
Ford Mustang (over 5.0L)
Mercedes CLK55 (2001-2006)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (2008-2010)
Pontiac GTO
Pontiac Firebird (over 5.0L)
Subaru Impreza WRX STI
Subaru Impreza WRX (2009-2011)
Volvo S60R
Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

Street Touring Roadster (STR)

BMW M Coupe & M Roadster (1998-2000)
BMW Z3 (non-M)(6-cyl)
BMW Z4 (non-turbo, non-M)
Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)
Honda S2000
Mazda Miata (1994-2005, non-turbo)
Mazda MX-5 Miata (2006-2009)
Mazda RX-7 (GSL, GSL-SE, GXL, 1988 GTU)
Nissan 350Z
Pontiac Fiero (6-cyl)
Pontiac Solstice (non-turbo)
Porsche 911 Carrera (3.2L) (1984-1989)
Porsche 924, 944 (non-turbo) & 968
Toyota MR2 Spyder
Saturn Sky (non-turbo)

SCCA FasTrack News July 2011

STREET PREPARED

ITEM 17) Add to 15.0 a new 8th paragraph (following the Spec Miata item):

“Cars listed as eligible in and prepared to the current national B-Spec/SCC rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor B-Spec/SCC cars are permitted to interchange preparation rules. B-Spec/SCC cars may use tires which are eligible under current showroom stock rules even if they are not eligible in Street Prepared.”

SCCA FasTrack News August 2011

ITEM 18) Change 15.2.1.2:

“2. A spoiler may be added to the rear of the car provided it complies with either of the following:

- a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.
- b) It is a non-production rear spoiler which is mounted to the rear most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original body work in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the *original bodywork*, and it shall not protrude beyond the overall perimeter of

the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.”

SCCA FasTrack News June 2011

ITEM 19) Add to 15.6.A:

“A single master cylinder brace may be added provided it is bolt on and serves no other purpose.”

SCCA FasTrack News February 2011

ITEM 20) Move to FSP from DSP:

Ford Focus SVT (2002-2004)

SCCA FasTrack News June 2011

ITEM 21) Reorganize Appendix A listings:

Street Prepared Class Super (SSP)

Chevrolet
Corvette ('97-'04) (C5 Chassis)
Corvette ('05-'11) (C6 Chassis)
Dodge
Viper
Elva
Courier
Ferrari
355
360
Dino 206 & 246 (all)
F430 (all)
Ford
GT
Griffith
(all)
Lamborghini
Gallardo (2003-11)
Lotus
7 & 7A
Elan (RWD)
Elan M100 (FWD, all)
Europa (all)
Elise, Exige, & Exige S ('05-'11)
Elite 2+2 & Elcat
Esprit (4-cyl, all)
Esprit (V8)
Morgan
V8 all
+4 (2138cc, all)
Nissan
GT-R (R35)
Porsche
911 Turbo (AWD) '01-'11
911 GT2 (996 & 997, all)
911 GT3 (996 & 997, all)
Tesla
Roadster ('08-'11)
TVR
4-cyl & 6-cyl (all)
V8 (all)
Sports cars over 2.0L not otherwise classified. (See section 15.1.C for update/backdate limitations)

Street Prepared Class A (ASP)

BMW
128 & 135 ('08-'11)
328 & 335 ('06-'11)
Z4 35i & 35is (Coupe & Roadster)
Z8
Bricklin
DeLorean
DeTomaso
Mangusta (all)
Pantera (all)
Dodge
Stealth Turbo
Ferrari
250 (non-LM)
275
308 Coupe & Spider
330

- 365 Daytona GTB & GTC
- 348
- Jaguar
 - E-type (all)
- Mazda
 - RX7 ('93-'95)
- Mercedes Benz
 - CLK 320 & CLK 32 AMG
- Mitsubishi
 - Lancer Evolution XIII & IX ('03-'07)
 - Lancer Evolution X & Ralliart ('08-'11)
 - 3000GT Turbo
- Nissan
 - 370Z
- Pontiac & Saturn
 - Solstice GXP & Sky Redline
- Porsche
 - Boxster & Cayman (all)
 - 911 Turbo '76-'89
 - 911 Turbo (964)
 - 911 Turbo (993)
 - 911 (996 & 997)
- Shelby
 - Cobra 289
- Subaru
 - Impreza WRX STI ('04-'07)
 - Impreza GT, WRX, & WRX Sti ('08-'11)
- Sunbeam
 - Tiger 260 & 289
- Toyota
 - MR2 '91-'95 (All)
 - Supra Turbo ('93.5-'98)
- Street Prepared Class B (BSP)**
- Audi
 - TT (1.8T, FWD & Quattro)
 - TT (3.2L, Quattro)
 - Quattro Turbo Coupe
- BMW
 - M Coupe, M Roadster, & Z3 (6-cyl)
 - M3 (E36 chassis, all)
 - M3 (E46 chassis)
 - Z4 M Coupe, Z4 M Roadster, & Z4 30i
- Chevrolet
 - Corvette ('53-'54)
 - Corvette ('55-'57)
 - Corvette ('58-'62)
 - Corvette ('63-'67)
 - Corvette ('68-'82)
 - Corvette ('84-'96) (all)
- Chrysler
 - Crossfire & Crossfire SRT6
- Honda
 - S2000 (All)
- Mazda
 - MazdaSpeed Miata
 - RX-7 Turbo ('86-'92)
 - RX-8
- Nissan & Datsun
 - 240Z, 260Z, 280Z
 - 280ZX & 280ZX Turbo
 - 300ZX Turbo ('84-'89)
 - 300ZX Turbo ('90-'96)
 - 350Z
- Pontiac
 - Fiero (V6)
 - Firebird Firehawk SLP ('90-'92) (3rd gen, 383cid)
 - Firebird Firehawk SLP ('93-'02) (4th gen, 383cid)
- Porsche
 - 911 '65-'89
 - 911 (964 & 993)
 - 911 (non-turbo, NOC)
 - 914/6 (all)
 - 924 (all incl. Turbo)
 - 944 (all incl. Turbo)
 - 928

968
 Saleen
 Mustang S281E & Mustang (NOC)
 Triumph
 TR-8
Street Prepared Class C (CSP)
 BMW
 Z3 (4-cyl)
 M3 (E30)
 Datsun
 Roadster (1500, 1600, & 2000)
 Fiat
 Abarth (all)
 124 Spider ('75-'78) & 2000 Spider (non-Turbo)
 2000 Spider Turbo
 Honda
 Civic (1.5L) '84-'87
 Civic & CRX '88-'91
 CRX (1.5L) '84-'87
 Jensen-Healey
 Lancia
 Scorpion
 Lotus
 Cortina
 Elite (1216cc)
 Mazda
 MX-5 Miata ('90-'05)
 MX-5 ('06-'11)
 RX-2 & 616
 RX-3, RX-3SP, & 808 Mizer
 RX-7 (non-turbo) '78-'85
 RX-7 (non-turbo) '86-'92
 Mercedes Benz
 190E 16v
 Morgan
 4/4
 Pininfarina
 2000
 Pontiac & Saturn
 Solstice & Sky
 Porsche
 356 & 1600
 924S & 944 (8v)
 Carrera (4-cyl only)
 Toyota
 MR2 & MR2 Supercharged ('85-'89)
 MR2 Spyder ('00-'05)
 Supra ('79-'81)
 Sedans over 1.7L & under 3.0L not otherwise classified.
 Sports cars under 2.0L not otherwise classified. (See Section 14.1.C for update/backdate limitations.)

SCCA FasTrack News July 2011

STREET MODIFIED

ITEM 22) Add new subsection 16.1.T:

"T. Alternate subframes are allowed to facilitate motor mounting only. Suspension pickup points on the subframe must retain stock geometry. Weight of the subframe must be equal or greater than the stock unit."

In conjunction with the above, remove 16.1.P line which currently reads:

"These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment."

SCCA FasTrack News May 2011

ITEM 23) Add to Appendix A, Class SM, Minimum Weight Calculations:

"Solid axle RWD cars subtract 25 lbs. per liter."

SCCA FasTrack News July 2011
 SCCA FasTrack News August 2011

PREPARED

ITEM 24) Add to 17.4.H:

"3. For EP cars with 2 valves per cylinder piston engines, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."

Comment: The intent of this proposal is to provide a moderate competitive adjustment for vehicles in EP with less powerful 2 valve engines, without disruption to other cars in the class.

ITEM 25) Change 17.4, subsections H and J, to read as follows:

"H. For class EP, wheels up to 7" in width are allowed with no penalty.

1. Wheels greater than 7", and up to 10" in width will receive a 75 lb. penalty.

2. Wheels greater than 10" wide will receive a 150 lb. penalty.

J. For classes DP and FP, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty." (ref. #2734)

Comment: This proposal eliminates the penalty in DP for wheels up to 10" wide, and reduced the penalty for wheels wider than 10". The intended purpose of this proposal is to provide a smoother migration path from CSP to DP and address the issue that new tire development is increasingly focused on wider wheels.

SCCA FasTrack News December 2010

ITEM 26) Change 17.10.C.2:

"2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500" (one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor *shall be as follows, unless specified otherwise in Appendix A:*

a. 46mm for class FP

b. 52mm for class CP

c. Restrictor is not required for class XP"

Also change Appendix A, Prepared Class F weight formulas:

"Forced Induction, +0.450 x displacement (cc)

AWD, +0.100 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than 2700 lbs prior to addition of weight adjustments defined herein and in Section 17."

SCCA FasTrack News August 2011

ITEM 27) Change the first sentence of 17.11.A:

"A. Vehicles prepared in excess of Solo allowances and prepared up to either the current GT or Production rules are permitted to compete in their respective Prepared classes."

Comment: New classes added to the GCR since the last revision of 17.11.A have created a situation that allows for vehicles prepared far beyond the intended limits of Section 17.

SCCA FasTrack News August 2011

ITEM 28)

Remove from Section 17.2.I (Appendix A, GP, Limited- Preparation, 2.E.4 of the 2011 rulebook):

"The driver's normal seated position may not be relocated."

Remove from Section 17.8.B.12 (Appendix A, GP, Limited-Preparation, 2.C.3 of the 2011 rulebook):

"Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment."

Remove from Section 17.8.C.4 12 (Appendix A, GP, Limited- Preparation, 2.E.2 of the 2011 rulebook):

"Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains."

Remove from Section 17.10.B.8 (Appendix A, GP, Limited-Preparation, 1.B.4 of the 2011 rulebook):

"The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical)."

Add to the Limited Prep section of 17.8.B:

"Camber & caster may be adjusted by shims or modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1 inch of the original location."

FasTrack News September 2011

ITEM 29) Change Appendix A, Prepared Class X, Section 9.b:

"b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A,

10.a. Example: weight for a 1837cc RWD car is $1200 + (1.837 \times 200) = 1567$ lbs.

Engines with displacement less than 4.0 liters:

RWD: 1200 lbs + 200 lbs per liter

FWD: 1200 lbs + 150 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Engines with displacement of 4.0 liters or greater:

RWD: 1200 lbs + 180 lbs per liter

FWD: 1200 lbs + 130 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2,300 lbs before applicable weight adjustments.

Weight Adjustments:

Cars with engine located behind driver: + 20 lbs/liter

Cars equipped with traction/stability control: + 50 lbs
Cars equipped with active/reactive suspension: + 100 lbs
Cars equipped with ABS: + 50 lbs"

Comment: The intent of this proposed change is to reduce minimum weights for larger displacement engines.

SCCA FasTrack News February 2011

ITEM 30) Change in Appendix A, Prepared Class D, the weight formulas:

"Weight formulas (lbs):

Engines with displacement less than or equal to 1667cc:

1.06 x displacement (cc)

Engines with displacement greater than 1667cc:

0.91 x displacement (cc) plus 250 lbs" (ref. #2733)

Comment: The purpose of this proposal is to help increase participation in DP. The proposed 4% minimum weight reduction better aligns the weight of DP cars with their CSP equivalents. It also brings DP weights in closer alignment with E Production listings in the GCR, which would facilitate the future addition of E Production Limited Prep vehicles to DP.

SCCA FasTrack News December 2010

ITEM 31) In Appendix A, Prepared Class G, Limited Preparation, combine the listings for 1984-87 Honda Civic and CRX:

Civic/CRX & Civic/CRX Si (1984-87) 13x6 1.07/1.30 58.8/59.1

1488cc 1490

Fuel Inj or Carb

Comp ratio to 11.0:1, valve lift to 0.390"

Comment: The current listings for the 84-87 Civic and CRX have identical specifications. The primary intent of this proposal is to allow CRX's to install power steering, which was originally available only in the Civic.

SCCA FasTrack News June 2011

MODIFIED

ITEM 32) Add new section 18.6:

"18.6 LEGENDS AND DWARF CARS

Vehicles conforming to the US Legends Cars International racing series specifications (<http://www.uslegendcars.com>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F.

Bandolero and Thunder Roadster vehicles are prohibited.

Vehicles conforming to the Western States Dwarf Cars Association specifications (<http://www.dwarfworld.com/WSDCA-07.html>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F."

In Appendix A, Modified Class F, add:

"D. Dwarf Cars and Legends/600Racing Cars

Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.

NOTE: If any conflict exists between the Dwarf Car Rules or US Legends Rules and the Solo Rules, the Solo Rules shall take precedence

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of 3.3 are allowed.

Any differential and rear end ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Engine does not need to be sealed, but must conform to the appropriate rule set.

Minimum Weight – 1250 lbs with driver.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per Solo rules.

Any battery may be used.

Dwarf Car or Legends specific items not required are as follows:

INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.

Seatbelt harness aging requirements

Quick Release steering wheels

Fire extinguishers

Fire Retardant driver's suits and gloves

Neck Braces

Head and Neck Restraints

Current Solo Rules override Dwarf/Legends rules for the following items:

Helmets

Car Numbers

ITEM 33) In Appendix A, Modified Class B, subsection F, change:

“F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current GCR with *the following Solo allowances:*

- 1) *Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.*
- 2) *Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.*
- 3) *Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).*
- 4) *Flexible ground sealing is permitted on cars 66” or wider at the rear tires and which also meet a weight of 1180 lbs.*

Also change the last sentence of subsection H to read:

“All cars must prepare to Formula Atlantic aerodynamic rules as specified in F.”

SCCA FasTrack News December 2010

SCCA FasTrack News May 2011

ITEM 34) In Appendix A, Modified Class F, A.7, add:

“Electric water pumps may be used.”

SCCA FasTrack News January 2011

ITEM 35) In Appendix A, Modified Class F, add new subsection A.7 and renumber:

“7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore 76mm, stroke 65.8mm) using 38mm Mikuni roundslide carburetors as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use **inlet tract restrictors, Cometic gasket part number MA0242SP1020A, one in each tract immediately after the carburetor.** Use of the 2003 and up ‘HO’, ‘SDI’, ‘RS’, & ‘E-TEC’ 593 variants is not permitted.”

Note: This change brings the proposal into consistency with the recent CRB action regarding F5 Rotax restrictors.

SCCA FasTrack News July 2011

ITEM 36) In Appendix A, Modified Class F, section C.2.j, change:

“Dry sump systems are ~~prohibited~~ *permitted.*”

SCCA FasTrack News January 2011

KART

ITEM 37) Change 19.1.D.1.f.2:

“2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a 25-lb weight penalty.”

SCCA FasTrack News May 2011

ITEM 38) Change the first paragraph of 19.1.D.2 to read as follows:

“2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK-FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the SCCA Solo Rules Section 19.1 and incur an additional **25 lb** weight adjustment.”

SCCA FasTrack News May 2011

ITEM 39) Change the class designation of Formula 125 (F125) to Kart Modified (KM).

APPENDIX B CRB Rule Changes

MOTION (Patullo/Merideth) to approve the following rule changes to the GCR. PASSED unanimously.

GCR

#4225 – May

In 1.2.3.C. add a new section 2 as follows and renumber the remaining sections: *“2. Specific class rules in the Category Section of the GCR shall take precedence over the general Category Rules and the General Technical Specifications.”*

#4374 – May

In 3.5.1, modify the first two sentences as follows to reflect current practice:

“Supplemental Regulations establish specific conditions for an event. Before a sanction can be issued, *the Divisional Executive Steward or his designee* ~~the Club Racing Board~~ must approve all Regulations different than those of the GCR. *The Club Racing Board has the right of review and final approval at their discretion.*”

#4415 – May

In 9.3.19.F, strike “; hardware without grade markings is not acceptable” [This allows the use of manufacturer-supplied mounting hardware that does not carry a grade marking, e.g., eye-bolts.]

#4720 – June

Modify 9.3.36 as follows:

NON-METALLIC WHEEL/CHASSIS CONSTRUCTION

Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, CSR, DSR, S2, FS and FA. *New chassis of non-metallic composite construction shall be proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation. Contact the SCCA national office for a list of the relevant FIA specifications/SCCA requirements.*”

In 9.1.1.A and 9.1.9.A, delete the second paragraph: ~~“New chassis of non-metallic composite construction shall be proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation. Contact the SCCA national office for a list of the relevant FIA specifications/SCCA requirements.”~~

#4727 – July

Correct section numbering and add a new section 1.4 regarding media rights as follows: Change 4-2-4 to **1.3** and change 4-2-5 to **1.3.1**; add new section 1.4 to read as follows:

1.4. Media Rights

The Entrant agrees to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizer of an Event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever that is sourced by or under the authority of SCCA (excepting medium submitted by a participant as part of a formal protest or appeal procedure) for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party.

[The CRB has modified the text in response to member input. Additional text is underlined.]

#4867 – July

In 5.6, make explicit that Registration has the authority to assign car numbers by changing 5.6, paragraph 3 as follows: “Registration provides all entry information to Timing and Scoring in the format requested by T&S. Information from late entries must be given to T&S promptly. *Registration assigns the car numbers for all cars entered in the event.*”

#4875 – July

In 6.10.2, remove an unintended clause as follows: “C. The car is anywhere on the course when the green is displayed; ~~but not in the pits.~~” [A car that stops in the pit lane without completing the pace lap is considered a starter.]

#1829 – August

In Appendix A, replace the current definition of Entrant, as follows:

ENTRANT – *a regular SCCA member who submits an entry to compete in an SCCA Club Racing event. The entrant may also be the driver. If the entrant is not also the driver, the entrant has the same rights and responsibilities as the driver except that he may not drive the competition vehicle on course nor may he substitute for the driver in an SOM or Court of Appeals hearing.*

#4206 - August

Change the beginning of Appendix C.2.1.A as follows: “Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician’s Examination and Medical History Form, *a completed Federal Aviation Authority medical form* or a NASA approved medical form. For the purposes of SCCA competition licensing, the term “form” refers to ~~either version~~ *any of these*. The form must be submitted every 5 years for applicants ages 15-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages ~~50-59~~ *50-69*; and every year for applicants age ~~60~~ *70* and over.”

#4731 – August

Modify the last paragraph of 6.5.1.E as follows:

- E. If a pace car is not used, the pole car will ~~serve that function~~ *pace the field* from its position in the front row, complying with the instructions of the Chief Steward or his designee.

Replace the current 6.6.2 with the following:

6.6.2. Full Course Yellow Procedures

The Chief Steward may use a safety car as necessary to control the field and to assure expeditious restarts.

A safety car and/or the lead car will be used to control the field and to assure expeditious restarts. All vehicles must pass any on track incident(s) well under control.

A. Safety Car

1. *A safety car will enter the course only under double yellow flags.*
2. *When dispatched, the safety car, with emergency lights flashing, will gather the field under steady and reduced speeds that are appropriate to track conditions.*
3. *If the safety car is not dispatched in front of the leader, an official in the safety car will wave cars by until the leader is behind it.*
4. *Prior to a restart, the safety car will maintain the established pace, extinguish the lights, and exit the course.*

B. Lead Car.

1. *If there is a safety car, the lead car will control the field, as follows:*
 - i. *Smoothly and orderly slow the field prior to the safety car entering the track.*
 - ii. *Keep pace with the safety car, and not balk the field.*
 - iii. *Maintain the speed of the safety car coming down to a restart.*
2. *If there is no safety car, the lead car will control the field, as follows:*
 - i. *Slow the field to permit the entire field to bunch up single file behind him.*
 - ii. *Maintain a consistent pace that is appropriate to the track conditions.*
 - iii. *Maintain a steady pace coming down to a restart.*
3. **The Field.**
 - i. *All drivers must make every effort to safely catch the field as soon as possible to form a single and evenly-spaced line behind the safety car or leader.*
 - ii. *Race cars may not pass the safety car unless waved around by that official. Any car passing the safety car without being directed may be black-flagged into the pits, and other penalties may be imposed, as specified in Section 7.*
 - iii. *Drivers must maintain the safety car's pace and not improve their positions or begin racing until the green flag has been displayed to restart the race.*
 - iv. *A driver of a disabled car or a car that cannot maintain the pace should not hold up the field. He must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other drivers may safely pass the signaling vehicle. A driver of a disabled car should seek assistance at the nearest corner station, or pit at the first opportunity.*

#5446 – August

In 9.3.23.B, add a new item 4 as follows: *“4. The circle “E” decal of 9.3.23.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher.”*

#4266 – September

In 9.4.5.A, clarify the last sentence as follows: *“There shall be a plate of equal thickness on the inside of the monocoque with solid rivets or bolts (5/16” minimum bolt diameter) through the non-ferrous **metal and/or composite** material.”*

#5383 – September

Modify the last sentence of 9.4.D as follows: *“The stock ~~side impact beam~~ and the outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules. **All categories except Production and GT shall not remove or modify stock side impact beams unless specifically authorized.**”*

#5127 – October

In 3.5.1, add a new item K and move current K to L as follows: *“**K. The brand and general description of any required spec fuel (e.g., Sonoco 100 octane unleaded).**”*

#5217 – October

Replace 2.3.1 B as follows: *“~~No participant may use any narcotic or dangerous drug. A participant who uses a narcotic or dangerous drug during an event or on the grounds where an event is being held shall not participate; may be excluded from the event by the Chief Steward or his Chief of Specialty; may be removed from the grounds at the order of the Chief Steward; and may be penalized as specified in Section 7. For the purpose of this section, a narcotic or dangerous drug is defined by Federal law or by the law of the state where the event is being held.~~”*

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

- *shall not seek to participate in the event*
- *may be excluded from the event by the Chief Steward or the Chief of an official's specialty*
- *may be removed from the grounds by the order of the Chief Steward*
- *may be penalized as provided in Section 7.*

As a condition of continued participation and/or retention of any SCCA license, the participant may be required to

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

#5218 – October

In 3.1.5.C, add the following at the end: *"Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in Appendix C 2.5."*

#5961 – October

Correct 3.9.3.E as follows:

E. Invited Runoffs Classes

All National classes are invited to the Runoffs. ~~If there are not at least 10 Runoffs entries in a given class, a National Champion will not be recognized in that class.~~

1. A class with a minimum of 10 qualified ~~cars~~ *drivers* entered *who have participated in at least one on track session* ~~in at the~~ *current year's* Runoffs will name a National Champion.
2. A class with fewer than 10 qualified ~~cars~~ *drivers* entered *who have participated in at least one on track session* ~~in at the~~ *current year's* Runoffs may race as a supplemental class, but will not name a National Champion.
3. Classes will be combined as needed to limit the number of race groups to 24 and no more than 2 classes will be combined ~~into~~ *for* any race group.

[Note: this correction is in accordance with the motion adopted by the Board of Directors in 2009.]

#6033 – October

In 9.3.20.C.2, change as follows: "Crash helmets approved by the Snell Foundation with Snell sticker ~~2000~~ *2005* or later Special Application (SA~~2000~~ *SA2005*) or SAH2010, or by the SFI with a SFI Sticker ~~31.1a for open faced helmets and a SFI sticker 31.2a for closed faced~~ (if purchased prior to 12/31/04), SFI 31.1 (if purchased after 1/1/05), or by the FIA standard 8860-2004 *or later*, or British Standards Institute BS6658-85 type A/FR."

MOTION (Merideth/Patullo) to accept the rule changes for Formula classes below PASSED unanimously.

Formula

FV, FF, FC, FM, FB, FST

1. CRB (No letter number; extracted from August Minutes)

In 9.1.1.C.8.H (FV), 9.1.1.D.7.b (FF and FC) and 9.1.1.G.13.C.1-3 (FM), 9.1.1.H.2.C (FB) and 9.1.1.I.7.1.5 (FST), replace existing text as follows:

The area between the upper and lower main frame tubes from the front *instrument/dash* roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by *at least* one of the following methods to prevent the intrusion of objects into the cockpit. *Panels may extend to the forward most bulkhead, but must otherwise comply with these regulations.*

1. Panel(s), minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or 18 gauge steel, attached to the outside of the main frame tubes. ~~No other material types will be allowed for these panels.~~
2. Reinforced body, ~~at minimum~~; consisting of *at least* two layers of 5 ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. (5 *or more* layers are highly recommended.)

For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

3. *Flat composite panels of uniform thickness and construction attached to the outside of the main frame tubes. Shaping of these panels to conform to the outer perimeter of the main frame tubes is permitted. Carbon fiber is permitted; however, it must be used in conjunction with another "anti-ballistic" type material (e.g., Kevlar, Zylon, etc). Such material shall be at least 1.5mm (.060 inches) in thickness not including the carbon fiber.*

Composite anti-intrusion panels shall be attached with no more than eight fasteners per side. Fasteners shall be AN or superior grade of not more than 0.25 inch diameter. Two flat or countersunk Mil Spec or SAE washers of no more than 1 inch diameter may be employed with each fastener. Ten fasteners per side are permitted if the panels extend to the front bulkhead.

Alternatively, FIA mounting is permitted as follows:

One panel shall be permitted per side. It shall be fastened to the frame at its extreme corners, the upper, lower, forward and rearward edge halfway between the corners, and halfway along each diagonal tube. The attachment should consist of an 8mm U-bolt and an aluminum plate 3mm thick, 20mm wide and 12mm longer than the U-bolt span.

Composite panel mounting must comply with one or the other above prescribed methods. It may not be a

combination of the two.

MOTION (Kephart/Creighton) to not accept the motion #3101 for FB. PASSED Unanimously.

FB

#3101 – August

After discussion with the BoD, the CRB withdrew its previously submitted recommended rule change (see the March Fastrack). In accordance with that discussion, the CRB proposes the following rule change in its place. [Note that after member input and discussion at the Runoffs the proposed penalty has been reduced from 40 to 25 pounds.]

Replace 9.1.1.H.8.D with the following: *“All gear changes must be initiated by the driver. Only shift mechanisms that are completely mechanical are permitted at no weight penalty. These may include (but are not limited to) any combination of rods, joints, levers, springs, paddles, cables and pneumatic components. No electrical or electronic components (including electrical wires) are permitted. Devices that allow pre-selected gear changes are prohibited. All other shifting mechanisms are permitted at a 25 pound penalty.”*

MOTION (Merideth/Patullo) to accept the rule change #3577 for F500. PASSED Unanimously.

F500

#3577 – March/June

In 9.1.1.E.14, replace sections H, I and J as follows:

~~H. Rotax 494 engine only: Rotax OEM 0.010” overbore piston P/N 887-554 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted.~~

~~I. Alternate WISECO piston (#2084PS) is permitted (for Kawasaki engine only).~~

~~J. Rotax 493 engine only: Rotax OEM 0.010” overbore piston P/N 420888443 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted.~~

H. Kawasaki and Rotax 494/493 engines: “OEM Type” replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.E.14.I.

I. Forged pistons

Only the following forged replacement pistons are permitted:

- 1. Kawasaki and Rotax 494/493,
Kawasaki: Wiseco # 2084M06800
Rotax 494: Wiseco # 2381M06950
Rotax 493: Wiseco # 2436M06950*
- 2. Rotax 593 (standard bore): Wiseco # 2411M07600*
- 3. Rotax 593 (0.010” overbore): Rotax P/N 420889171*

J. Overbore pistons

“OEM Type” cast replacement pistons as allowed in 9.1.1.E.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.

- 1. Rotax 493 engine only: Rotax OEM 0.010” overbore piston (P/N 420888446).*
- 2. Rotax 494 engine only: Rotax OEM 0.010” overbore piston (P/N 420887556).*
- 3. Rotax 593 engine only: see 9.1.1.E.14.I.3.*

MOTION (Merideth/Patullo) to accept the rule changes #5444 and 5499 for Grand Touring. PASSED Unanimously.

Grand Touring

#5444 – September

In 9.1.2.F.4.e.9, add at end: *“Crankcase vacuum devices are prohibited, but a conventional dry sump system is permitted.”*

#5499 – September

In 9.1.2.D.8.j.2, add at the end: *“The stock side impact beams may be removed.”*

MOTION (Patullo/Merideth) to accept the rule changes for Improved Touring below. PASSED Unanimously.

Improved Touring

#3193 – April

Add a new 9.1.3.D.9.n as follows: *“Windshield washer systems, rear windshield wiper systems, cruise control systems, horns and the wiring associated with any of these may be removed. Any holes left in the body must be covered or plugged.”*

#3426 – February/June

In 9.1.3.D.7.a.1 change as follows:

~~Cars originally equipped with twelve (12) inch wheels may fit thirteen (13) inch wheels. Cars originally equipped with metric 365 wheels may fit fourteen (14) inch wheels, and cars originally equipped with metric 390 wheels may fit fifteen (15) inch wheels. The above-mentioned cars as well as those cars originally equipped with thirteen (13) inch or fourteen~~

(14) inch wheels may fit up to a fifteen (15) inch wheel. Cars may not fit wheel diameters smaller *larger* than those listed on their spec line. ~~All other cars shall retain the wheel diameter fitted as original equipment for their make, model, and type.~~ Knockoff/quickchange type wheels are prohibited. Wheels must be made of metal. ~~Cars classified in ITR may utilize any wheel diameter up to 17" or retain their stock diameter wheels if larger.~~

[All ITS/ITA/ITB/ITC cars currently listed in the ITCS with a wheel size less than 15 inches would be changed to 15 inches. All ITR cars currently listed in the ITCS with a wheel size less than 17 inches would be changed to 17 inches. The heading on the wheel size column would be changed to "Max Wheel Diameter".]

#3749 - November

In 9.1.3.D.9.c, add the following at the end: "*Switches to activate the ignition, the lights, the windshield wipers, the starter and other accessories located within the passenger compartment may be replaced and their location changed.*"

(multiple) - November

In 9.1.3.D.1, add a new subsection s as follows: "*To allow commonly available engine mount aftermarket inserts, replacement units, or "window weld" like solutions without allowing solid metal or rigid materials or bearings that could result in the driveline becoming a stressed member of the chassis, the following is permitted. Engine, transmission, differential or any other driveline mounts may be replaced. Mounts may use only stock mounting points, must maintain stock location and orientation of the mounted component, and must be non-rigid. Rubber or other inserts in stock mounts may be replaced with any other non-metallic material.*"

In 9.1.3.D.2, add a new subsection e as follows: "*Alternate mounts are permitted as in 9.1.3.D.1.s.*"

MOTION (Patullo/Merideth) to approve the following rule changes to Super Touring. PASSED Unanimously.

Super Touring

#4320 – April

In 9.1.4.G.12, replace last sentence as follows: "*It is recommended that cars using a wet-sump oil system safety wire or in some other way secure the oil drain plug.*"

#4328 – May

In 9.1.4.G.7, delete "The ignition system components may be replaced freely provided that the type of ignition remains the same as stock." and replace with "*The ignition system is unrestricted.*"

#4144 – August

Add at the end of 9.1.4.G.1: "*It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine.*"

#4938 – August

Modify 9.3.23 as follows: "All cars shall be equipped with an On-Board Fire System except Showroom Stock, Touring, Spec Miata, *Super Touring* and Improved Touring."

Modify 9.3.23.B as follows: "The following are acceptable for Showroom Stock, Touring, Spec Miata, *Super Touring* and Improved Touring cars:"

#5192 – August

Modify 9.1.4.O.10 as follows: "Brake calipers, ~~whether may be~~ OEM or aftermarket, ~~shall be mounted in the stock locations.~~ *Caliper mounting tabs may be modified or removed. Calipers must be mounted in the same location and orientation as the OEM calipers.*"

#5498 – September

In 9.1.4.C.5, add at the end: "*The stock side impact beams may be removed when NASCAR style door bars are installed.*"

#5665 – September

In 9.1.4.G.1, insert a new third sentence: "*Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers.*"

STO

#4834 – July

In 9.1.4.1.H, Honda S2000, add to Notes: "*ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted.*"

#4835 – July

In 9.1.4.1.H, Honda S2000, add to Notes: "*ASM fiberglass rear bumper ASM-AP100167 permitted.*"

STU

#4262 – April

In 9.1.4.F.16, modify as follows: "The floor pan may be modified to provide clearance for the exhaust system *and allowed alternate transmission/transaxle.*"

#5713 – September

In 9.1.4.A, second and third paragraphs, change 3.0 to *3.2* (3 places).

STL

#3602 – April

Replace 9.1.4.3.E.1 in its entirety with the following: *“OEM brake systems must be used. 1 or 2 piece ferrous rotors that do not exceed 290mm in diameter and 28mm in thickness are permitted. The standard production calipers or any 4-piston calipers are permitted.”*

#5641 – September

In 9.1.4.B, modify the first sentence of the IT eligibility bullet as follows: *“Any GCR listed IT cars, 1985 and newer, under their current IT specifications may compete in STU. GCR listed IT cars of 2 liters and less engine displacement, 1985 and newer, may compete in STL under their current IT specifications.”*

#5675/#6057 - November

In 9.1.4.G.1, add the following: *“If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.”*

#6218 - November

Add a new subsection 9.1.4.1.B.2.f as follows: *“APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75” Inner/9” Outer, is permitted.”*

MOTION (Patullo/Merideth) to approve the rule changes to Production below. PASSED Unanimously.

Production

#5497 – September

In 9.1.5.E.9.a.6, add at the end: *“The stock side impact beams may be removed.”*

#5580 – September

Add a new section to 9.1.5.E.9.a as follows: *“16. Stock or aftermarket rear spoiler or wing not permitted.”*

CRB (No letter number)

In 9.1.5.E.6.g, add a new item 3 as follows: *“Screens may be mounted in front of the radiator and/or oil cooler(s) and located within the bodywork.”*

HP

#4593 – July

In 9.1.5, Nissan/Datsun 1200, Nissan/Datsun 210 (79-82), Nissan/Datsun 210 1.4 and Nissan/Datsun B-210 1.4, add to Brakes Alternate: *“Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted.”*

MOTION (Patullo/Merideth) to approve the rule change #3808 to American Sedan. PASSED Unanimously.

American Sedan

#3808 – April

In 9.1.6.C, add a new subsection 4 as follows: *“New limited prep cars may be required to run in the Touring 2 class for at least two years before being classified in American Sedan. Cars not classified in Touring 2 will be considered, on an individual basis, when adequate information is available to determine correct specifications.”*

#4803 – September

In 9.1.6.D.3.k, change as follows:

“k. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). Forward gears must be helical cut with a minimum angle of 15 degrees. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. 4 speed transmissions, only, that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. and All-face-tooth engagement 4 speed gearboxes (e.g., dog rings) are prohibited permitted at a 125 lb penalty. Gear engagement mechanism different from stock type are prohibited in all five speed transmissions.”
[Based on member input, the proposed rule has been modified to apply to 4 speed transmissions only.]

#5496 - September

In 9.1.6.D.8.n, add at the end: *“The stock side impact beams may be removed when NASCAR style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.”*

Delete 9.1.6.D.9.a in its entirety. Original door hinges and safety intrusion beam shall be retained. Doors may be pinned, not bolted, for safety.

#800 – September

The following is a rewritten version of the AS rules (effective 1/1/12). The great bulk of the changes are editorial in nature. Some changes remove no longer applicable language. Others are rewordings intended to make the language clear. There are some additions that document “common knowledge” that has not previously appeared in the rules. Sections that have no changes are omitted, but section numbers/letters are retained to show structure. [This item ends on page 27.]

These specifications are part of the SCCA GCR and all automobiles shall conform with to GCR Section 9.

A. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in V-8 powered automobiles, suitable for racing competition. ~~To that end, cars will be those offered for sale in the United States.~~ *Cars eligible for this class are listed at the end of 9.1.6.* They will be prepared to manufacturer’s specifications except for

modifications and alternate specifications permitted by these rules. The Club may alter or adjust certain specifications to equate competitive potential.

B. INTENT

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed for the purpose of obtaining any competitive advantage. Cars need not be eligible for state licensure or registration.

C. SPECIFICATIONS

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function. *Unless authorized in this rule set, alteration by adding any materials such as, but not limited to, tape, stickers, metal, or vinyl, of an American Sedan car for the purposes of improving aerodynamics is prohibited.*
2. Cars are classified by make, model and engine displacement (see Section E.4., "Car Classification").
- 3.

D. AUTHORIZED MODIFICATIONS

1. **Engine (additional specs., see Section F – Engine Build Sheets) (Full Preparation American Sedan Cars only unless otherwise noted)**
 - a. Induction System
 1. Only the approved carburetor (Holley #4776, 600cfm 4bll), optional insulator (Holley #108-12), ~~two gaskets~~ and manifold (Edelbrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars. *Two gaskets may be used, one on each side of the insulator.*
 3. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. *Any power* valves, metering blocks, and floats may be ~~altered or replaced~~ *used*. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). *Any butterfly* attach screws can be ~~modified or replaced~~ *used*. Carburetors may be modified to allow "four corner" idle adjustment.
 4. E *Any external* throttle linkage to the carburetor may be ~~modified or changed from original~~ *used*. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
 5.
 - b. Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is ~~replaced~~ *removed*, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.
 - c.
 - d.
 - e.
 - f.
 - 1.
 - 2.
 3. Any *12 volt* battery may be used. The battery may be relocated as per GCR section 9.3 Batteries. Additional battery hold down devices may be used, and are strongly recommended.
 - g.
 1. Cam timing, timing chains, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. Timing belts and ~~timing gears~~ *gear driven timing systems* are prohibited unless fitted as original equipment.
 - 2.
 - 3.
 4. Rocker arms may be replaced with any rocker arm. Shaft mounted rocker arms are permitted ~~unless otherwise fitted as standard~~ using a minimum of eight shafts. Valve train stud girdles are allowed.
 - 5.
 - h.
 - i.
 - j.
 - k.
 - l.
 - m. Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used. A valve job will consist of 3 valve angles ("Valve Angles") only not including the Throat Cut angle. Each of these Valve Angles is open. The widths of the Valve Angles on the head and on the valve are open. The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head. *All valve cuts must be concentric with the valve stem.* Additional valve specifications are listed in Section F – Engine Build Sheets. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1.
 - n.
 - o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Engine gaskets are unrestricted. ~~Engine drive belts and pulleys may be replaced with any non-tooth drive belt and appropriate pulleys. Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function.~~ Motor mounts are unrestricted. Engine must remain in the original, or approved location. This rule pertains to all cars, including restricted preparation.

- p.
- q.
- r.
- a.
- b.
- c.
- d.
- e.
- f.
- g.

Any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs may be added. *Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys. Any power steering and/or alternator brackets may be used if they perform the same mounting function.*

2. Engine Cooling System

- a.
- b.
- c. ~~Any~~ cooling fans may be removed or replaced *used. Cooling fans may be removed.* Electrically operated fans with manual or automatic actuation may be fitted.
- d.
- e.
- f. Screens of 1/4 inch minimum mesh may be mounted in front of the radiator and/or oil cooler(s) and *must be* contained within the bodywork.

3. Transmission/Final Drive

- a.
- b.
- c. ~~No alteration to the stock transmission gear ratios is allowed.~~
- d. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s). ~~The driveshaft may be modified to fit alternate differentials and/or transmissions.~~ Factory driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction. ~~Minimum driveshaft diameter shall be no smaller than stock.~~
- e.
- f.
- g. Ford 9" rear axle is permitted in all cars *except Restricted Preparation cars.* Center section shall be of ferrous material.
- h.
- i.
- j.
- k.
- l.

4. Suspension

- a. Ride Height
- b. Springs and Shock Absorbers

- 1. Springs of any origin may be used, provided they are of the same number and type as originally fitted and that they must be installed in the original location. Coil over springs and shocks are prohibited, unless fitted as original equipment.
- 2. Any shock absorbers may be used, provided they attach to the original mounting points *on the chassis.* The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment *from within the cockpit* while the car is in motion.
- 3.
- 4.
- 5.

- c. Suspension Control
- d. Suspension Mounting Points

- 1. Cars equipped with strut suspension may ~~decamber wheels~~ *adjust camber* by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plate.
- 2.
- 3.
- 4. One (1) ~~stay rod~~ *reinforcement bar* may be fitted between the upper front strut/shock towers. One (1) stay rod may be fitted between each front strut/shock tower and the firewall, but no stay rod shall attach to any other front chassis, body, or engine location unless fitted as standard equipment.
- 5.
- 6. ~~R Any rubber bump stops may be removed, modified, or replaced used,~~ but their chassis mounts, brackets, etc., shall not be altered in any way. *Rubber bump stops may be removed.*
- 7.
- 8.
- 9. The use of offset steering rack bushings is permitted. ~~F Any tie rods and tie rod ends may be modified or replaced used.~~ Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

5. Brakes

- a.
- b. ~~Backing plates and dirt shields may be ventilated or removed.~~ Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. ~~Brake drums shall not be modified other than for truing within manufacturer's specifications.~~
- c. Any hub/rotor may be used within the following limitations:
 - 1.
 - 2.
 - 3.
 - 4. Rotor shall be of ferrous material, ~~vented.~~ Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.
- d.
- e. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be

revised. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). The *Any* pedal assembly, including the *throttle pedal*, clutch pedal, clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be modified or replaced *used*. The pedal assembly, and master cylinders, may be relocated. The *Any* brake booster may be modified, replaced or removed *used*. *The brake booster may be removed*. A brake-bias adjustment cable is permitted. A vacuum reservoir or booster may be added.

Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation, and shall not serve any other purpose. ~~Two brackets or tubes, between the front roll cage cross tube, and the firewall may be added. These brackets or tubes must not serve any other purpose and are not considered roll cage attachment points.~~

f.
g.
h. ~~_____ The Club may permit alternate brake system components. Any such component shall be specifically authorized on the specification line for that vehicle.~~

~~h.~~
j. Rear calipers: Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper *is permitted*.

6. Wheels/Tires

7. Body/Structure

a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. ~~N~~ *Any non-metallic inner fender liners may be used, removed, replaced or altered.* Engine compartment, *trunk, hatch*, and door rubber seals *or weatherstripping* may be removed.

b. A front spoiler/air dam is permitted. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground. The spoiler/air dam shall be mounted to the body, and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs. It shall not cover the normal grille opening(s) at the front of the car. Openings are permitted for the purposes of ducting air to the brakes, cooler, and radiator. Front parking light assemblies may be removed for ducting of air. ~~Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour as the original lens.~~ Rear spoilers or wings shall be as originally fitted or as specifically authorized on the classification line for that vehicle. *Unless stated in a spec line, all bumper covers, bumper absorbing material, and metal bumper bars shall not be modified or removed.*

c.
d. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used. Stock *Any* hood hinges may be removed, modified, or replaced *used*. *Hood hinges may be removed.*

e.
f.
g. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc.. Any body repair modification having as its purpose increased clearance is prohibited. ~~In those circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.~~

h.

8. Driver/Passenger Compartment - Trunk

a. The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. ~~Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings~~ *Any seat track/brackets may be used to mount the driver's seat* provided they perform no other function. All other seats may be removed.

b.
c. Gauges and instruments are unrestricted. The *Any* instrument panel may be modified or replaced *used*.

d.
e. ~~Rear seat back, rear seat bottom cushion(s),~~ *Sun visors, seat belts and their attaching hardware and bracketry may be removed.* In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.

f.
g. Complete removal of interior panels is allowed *in all or part*. ~~Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.~~

h. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area. ~~Door and rear hatch weather-stripping may be removed or replaced provided the modification serves no other purpose.~~

i.
j.
k. ~~_____ Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.~~

~~ik.~~ *F* *The frame* or subframe shall be stock for body used. The front and rear subframes may be tied together (front to rear, without crossing the centerline of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125". These connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with the floor completely welded to this member.

~~ml.~~ Windshield defrosters are allowed as long as they serve no other purpose. ~~W~~ *Any* windshield wipers, motors, arms and brackets may be removed or replaced *used*. *Windshield wipers, motors, arms and brackets may be removed.*

~~nm.~~ The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed. *The stock side impact beams may be removed when NASCAR-style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.*

9. Safety

- a. ~~Original door hinges and safety intrusion beam shall be retained. Doors may be pinned, not bolted, for safety.~~
- ~~ba.~~ Airbags/ passive restraint systems shall be removed.
- ~~eb.~~ Fuel cells are mandatory. Cell size is not restricted. It shall be located within twelve (12) inches of the original fuel tank location or behind the rear axle. Additional reinforcement may be added to support the fuel cell, ~~but such reinforcement shall not attach to the roll cage.~~ Floor pan may be modified for installation.
- ~~dc.~~ *Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour and plane as the original lens.* OEM light assemblies (i.e. fog lamps, driving lights, etc.) mounted on or below ~~(but not in)~~ the bumper shall be removed. Resulting holes may be used for the purpose of ducting air to the brakes, cooler and or radiator as permitted in D.7.b.
- ~~ed.~~
- ~~fe.~~

E. CAR CLASSIFICATION

No automatic transmissions, turbochargers/ superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. ~~All components and/or assemblies utilized, except for engine block, shall originate on a vehicle of the body style and displacement classified or be authorized on the car's specification line.~~ NOTE: For competition in American Sedan 1993+ Chevrolet Camaros and Pontiac Firebirds shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. Ford Mustangs shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications *unless prepared to the Restricted Preparation rules.*

F. ENGINE BUILD SHEETS

No. of Cylinders: V-8

Bore (Max): 4.040"

Stroke (Max): 3.500"

Compression Ratio: 10.30 Max.

Piston to Deck Clr: Not to exceed 0.013" above block deck surface (zero deck)

Valve Lift: 0.5000" Max. @ 0.0000" lash

Head Casting #'s: see spec lines

Crankshaft Casting #'s:

— GM: 3932442, 14088526, 14088835, 566607

— Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA

Notes:

- ~~Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.~~
- ~~Crankshaft casting seam flash may be deburred.~~
- ~~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.~~

BLOCK

Crankshaft Housing Bore: 2.4412-2.6416"

Block Deck Height:

GM: 9.0070-9.0430"

Ford: 8.1880-8.2240"

Bore Spacing:

GM: 4.4000"

Ford: 4.3800"

Options:

- One-piece rear main seal adapter (with seal) may be used.
- Cylinder block oil restrictors may be installed.
- Block may be machined for the purpose of installing cylinder O-rings.
- Block may be machined to true warped surfaces
- Block casting seam flash may be deburred.
- Lifter bore sleeving is permitted.
- ~~Cylinder bores may be sleeved. A maximum of two cylinders may be sleeved.~~
- 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.*

CONNECTING RODS

CAMSHAFT

CRANKSHAFT

Main Journal Dia (Min): 2.2182"

Rod Journal Dia (Min): 2.0690"

Options:

- Any commercially available steel crankshaft (cast or forged) which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.*
- Crankshaft casting seam flash may be deburred.*

PISTON

CYLINDER HEADS

MISCELLANEOUS

G. MEASUREMENT STANDARDS

[End of letter #800]

(CRB) No letter number

Modify 9.1.6.D.3.c as follows: "No alteration to the stock transmission gear ratios is allowed, *except that any first gear ratio greater than 2.5 is permitted for non-Limited Prep cars.* [Note: this allows a specific transmission to be used that would otherwise be non-compliant.]

#6011 - November

Modify 9.1.6.D.3.c as follows: "No alteration to the stock transmission gear ratios is allowed, *except that any first gear ratio greater than 2.5 is permitted for non-Limited Prep cars.*"

MOTION (Patullo/Merideth) to approve the following rules changes to Showroom Stock and SSC. PASSED Unanimously.

Showroom Stock

#5378 – September

In 9.1.7.E, add the following: "*35. It is permitted to add an aftermarket tachometer to any car that is not equipped with a factory tachometer.*"

#5716 – September

In 9.1.7.B, replace "Cars will be eligible for competition from the time they are classified until the end of the twelfth calendar year of competition of the latest model year listed on the specification line." with "*Cars more than 5 model years old will not be classified.*" [Note: if approved, previously approved Showroom Stock item 1 will be removed.]

CRB (No letter number.)

In 9.1.7.D, add a new item 11 as follows:

It is permitted to either

- *disconnect the stock hood release cable and replace it with a release cable easily accessible from the front of the car, or*
- *disconnect the stock hood release cable and remove the stock hood latch and use hood pins to retain the hood in place.*

[Note: most new hood release cables are plastic; in a fire, they may be damaged and prevent access to the engine compartment.]

SSC

#5276 – September

In 9.1.7, SSC, Ford Focus SVT (02.5-04), Ford Focus ZX-3 (00-03) and Ford Focus ZX4 ST (05-06), add to Notes: "*Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.*"

CRB (No letter number)

In 9.1.7.E.34, add the following paragraph:

If a manufacturer's suspension kit (springs and shock absorbers) is listed on the vehicle spec line, it must be used; otherwise, required spring lengths and rates and specific aftermarket shock absorbers will be listed on the spec line.

MOTION (Patullo/Merideth) to approve the following rule changes to Spec Miata. PASSED Unanimously.

Spec Miata

#5155 – July

In 9.1.8.C, add the following to the fourth paragraph: "*It is permitted to use industry standard procedures to repair damaged non-engine components (e.g., welding a transmission or differential housing).*"

#5302 - November

In 9.1.8.C.1.b, make the following changes:

b. Block

1. The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum *standard* diameter as shown in the following table:

Model Year	Maximum <i>Standard</i> Diameter (inches)
90-93	3.076
94-05	3.273

2. ~~Cast iron cylinder liners (sleeves) may be installed to restore damaged or worn cylinder bores to the original dimension. Re-boring to over size is prohibited. as previously permitted may be used in both Regional and National racing through the 2012 season and may not be used at the 2012 runoffs or~~

beyond. Regions may continue to allow sleeved blocks via supplemental regulations.

3. The cylinders may be bored .010" over to a maximum overbore diameter shown in the following table:

Model Year	Maximum Overbore Diameter (inches)
90-93	3.086
94-05	3.283

4. If one or more cylinders is overbored or exceeds the maximum standard diameter specified in paragraph 1, the vehicle shall meet the "minimum weight with overbored motor" specified in the vehicle specifications.

In 9.1.8.C.1.e, make the following changes:

e. Pistons

1. Mazda OEM standard size pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o wrist pin and hardware (grams))	Minimum Weight Wrist Pin (grams)
90-93 (standard)	B6Z2-11-SA0C	271.5	86.0
90-93 (.010" over)	B6Z2-11-SB0C	TBD	TBD
94-97 (standard)	BPY1-11-SA0A	291.5	86.0
94-97 (.010" over)	BPY1-11-SB0A	TBD	TBD
99-00 (standard)	BPZ0-11-SA0	288.0	78.0
99-00 (.010" over)	BPZ0-11-SB0	TBD	TBD
01-05 (standard)	BPZ3-11-SA0	288.0	78.0
01-05 (.010" over)	BPZ3-11-SB0	TBD	TBD

2. ~~The use of oversize pistons is not permitted.~~ No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

Modify the specification table as follows:

SM	Bore x Stroke(mm) / Displ. (cc)	Valves IN & EX (mm)	Restrictor Size (mm)	Comp. Ratio	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Mazda MX-5 / Miata (90-93)	78.0 x 83.6 1597 OR Alternate 78.25 x 83.6	31.1 (I) 26.3 (E)	N/A	9.4	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 235 Vented Disc (R) 232 Solid Disc	2275 or 2290 With Alternate Bore	
Mazda MX-5 / Miata (94-97)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	47mm	9.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3 See Notes	(F) 255 Vented Disc (R) 252 Solid Disc	2365 or 2380 With Alternate Bore	Must update to the 4.30:1 rear axle ratio as found in the 99+ cars.
Mazda MX-5 / Miata (99-00)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	41mm	9.5	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450 or 2465 With Alternate Bore	Maximum dimension of 1.815" is permitted.
Mazda MX-5 / Miata (01-05)	83.0 x 85.0 1839 OR Alternate 83.25 x 85.0	33.1 (I) 28.2 (E)	43mm	10.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450 or 2465 With Alternate Bore	

MOTION to approve the rule changes in Sports Racing CSR, Touring and Spec MX-5. PASSED Unanimously.

**Sports Racing
CSR**

#3229 – April

In 9.1.9.A.2.a, engine table line C, change the maximum displacement from 1350 to **1470**.

Touring

#5378 – September

In 9.1.10.D.9.c, add the following: **“6. It is permitted to add an aftermarket tachometer to any car that is not equipped with a factory tachometer.”**

#5717 – September

Delete 9.1.10.C.4.b in its entirety: **“Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.”**

In 9.1.10.C.3.a, add at the end: **“Cars more than 5 model years old will not be classified.”**

CRB (No letter number.)

In 9.1.10.D.10, add a new item g as follows:

It is permitted to either

- **disconnect the stock hood release cable and replace it with a release cable easily accessible from the front of the car, or**
- **disconnect the stock hood release cable and remove the stock hood latch and use hood pins to retain the hood in place.**

[Note: most new hood release cables are plastic; in a fire, they may be damaged and prevent access to the engine compartment.]

T1

#3945 – April

In 9.1.10, T1, BMW E92 M3 (08-09)/BMW M3 GTS (2010), add to Notes: **“StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R).”**

T2

#5393 – September

In 9.1.10, T2, Ford Mustang GT 5.0L 2011-12, add to Notes: **“Ford Racing oil pan #M-6675-M50BR permitted.”**

T3

#4382 – May

In 9.1.10, T3, Mazda Mazdaspeed3 (07-09), change Max. Wheel Size from **“18 x 7”** to **“18 x 8”**.

SPEC MX-5

#4518 – October

In 9.1.11.B.9.b, change as follows:

All cars must use the MAZDASPEED SPEC MX-5 coil over kit, **Mazdaspeed part number 0000-04-5250-B and the Anti-Roll Bar Kit, Mazdaspeed part number 5536.320**. Kits must be used in their entirety with no parts substituted or omitted. The following is a breakdown of components supplied in the kits: **SPEC MX-5 Kit**

Part	Location	Part Number	Notes
Shocks	Front	F4-BE5-D175-HO F4-BE5-D180-HO	Bilstein Sealed Shock
	Rear	F4-BE5-D174-HO F4-BE5-D179-HO	Bilstein Sealed Shock
Springs	Front	Eibach #TBD E4-FD1-Y805-A00	400 lb/in Bilstein Spring
	Rear	Eibach #TBD E4-FD1-Y412-A00	350 lb/in Bilstein Spring
Anti-Roll Bars	Front and Rear	KIT 5536.320	Rear bar is adjustable. F: 25mm, R: 16mm
Helper Spring and Adapter Spring Perch	Front and Rear	0000-04-HLPR-EB	

MOTION (Patullo/Merideth) to approve the car reclassifications in Improved Touring and Production as shown below. PASSED Unanimously.

CAR RECLASSIFICATIONS

Improved Touring

#4840 – November

In 9.1.3, ITR, Mazda MX-5 (2006), reclassify from ITR to ITS at 2740 lbs.

Production

#5580 – September

Reclassify Honda Civic Del Sol Si (93-94) from EP to FP with current specifications except maximum compression ratio 12.0:1, valve lift limited to .450.

#6081 - November

In 9.1.5, EP, BMW 318i/is E36 (92-95), reclassify from EP to FP at 2400/*2460/**2520.

MOTION (Patullo/Walsh) to approve the rule change #4350 to the GCR. PASSED 10-3. Opposed Gordy, Merideth and Jones.

#4350 – May

In 9.3.29, add a new section D as follows:

“Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FF, FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR using numbers that are a minimum of two inches in height and are within 6 inches of the class designation in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class.”

[The CRB has modified the text in response to member input. The grayed out text is removed and replaced by the remaining text in that sentence.]

MOTION (Walsh/Creighton) to approve the following rule change #2673 to the GCR. PASSED. 12-1. Opposed Langlotz.

#2673 – July

Change 3.5.5 as follows:

Changing Supplemental Regulations

All *non-clerical errors and omissions* changes to the Supplemental Regulations and event schedule must be approved by the SOM. *Prior to the start of the event, the Chief Steward may make clerical errors and omissions changes to the schedule and/or class groupings and related information (for example, the omission of a class or a reference to the rules for a regional class).* Except for modifications to the schedule and/or class groupings, no changes may be made to the Supplemental Regulations after the pre-entry period is open unless either there is unanimous agreement by all affected competitors who have already entered, or the SOM determine changes are necessary for reasons of safety or forces beyond their control.

MOTION (Patullo/Merideth) to approve the following rule change #4668 to the GCR. DEFEATED 3-10. Opposed: Lybarger, Jones, Langlotz, Wannarka, Walsh, Lewis, Kephart, Butler, Creighton.

#4668 – August

Replace the current 4.4.2 with the following:

~~4.4.2-Entering Multiple Classes~~

~~An entrant or driver who enters more than one class under a single sanction number must submit separate entry forms and fees for each class.~~

4.4.2. Multiple Entries

- A. *An entrant or driver may enter the same car in multiple classes in different race groups under the same sanction number provided he submits separate entry forms and fees for each class.*
- B. *An entrant or driver may enter multiple cars in a single class under the same sanction number with the following provisions:*
 - 1. *He must submit separate entry forms and fees for each car.*
 - 2. *He will receive no refund of entry fee for any entered car that takes the course during any session under that sanction number.*
 - 3. *Entering multiple cars in the same class cannot lead to oversubscription in a single class race group.*
 - 4. *A particular driver / car combination may be qualified more than once, but only the last driver / car combination qualified retains a qualifying time and all qualifying times for all prior driver / car combinations are forfeited.*
- C. *An entrant or driver cannot enter the same car in multiple classes in the same race group.*

MOTION (Kephart/Noble) to approve the following rule change #5204 to the GCR. PASSED unanimously.

#5204 – September

Add a new section to support an alternative Driver School program

[The CRB has modified the text in response to member input. The first paragraph is new and the second paragraph has been modified with regard to which officials may request the use of this program. Changes to paragraph g have been made to clarify how a student is judged to have successfully completed the school.]

C.2.7.E.4 Alternative Drivers' Schools

The primary purpose of this type of drivers' school is to help novice drivers with prior racing, PDX, Time Trials, Solo and coaching experience, to complete their school requirements when they are unable to attend traditional schools. However, it may be used to give an inexperienced novice credit for a single school completion. This type of school may not be workable in all divisions nor at all tracks. Chief Driving Instructors and Divisional Licensing Chairmen should coordinate with the Divisional Executive Steward and the Chief Steward of the event to insure that the prospective student has had the proper ground school before the event and the right attitude and capabilities to complete the program. This is especially important for novice drivers with little or no prior experience.

At the request of the Divisional Chief Driving Instructor, Divisional Driver Licensing Administrator, Certified Driving Instructor or Divisional Executive Steward, a Novice Permit holder may be offered an alternative path to an SCCA Regional competition license under the following conditions:

- a. The ground school / classroom component may be satisfied informally via telephone, email, or one-on-one meetings between the student and his designated Driving Instructor. The student must demonstrate knowledge of the GCR and the flags as used in SCCA Club Racing.*
- b. After successfully completing the ground school, the student must enter a track test day or SCCA sanctioned test day during which his driving will be observed and evaluated by his Driving Instructor along with any other individuals the Instructor and the Chief Steward for the race may designate.*
- c. Driving Instructors for this program will be approved by the Division's Chief Driving Instructor or by the Divisional Driver Licensing Administrator.*
- d. The host region may charge a fee to cover costs associated with this type of school.*
- e. For students with recent on-track and/or competition experience or who have successfully completed an SCCA Drivers' School, upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may waive all Drivers' School requirements for the student.*
- f. For students without recent on-track and/or competition experience, the driving evaluation must include sufficient on track activity to satisfy the Driving Instructor and Chief Steward that the student has completed the equivalent of one school. Upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may consider this school as the completion of only one of the two required Drivers' Schools.*

In 3.1.10.B, add at the end: *"A Novice Permit holder who is participating in an alternative drivers' school may participate in SCCA practice days in accordance with the provisions of C.2.7.E.4."*

APPENDIX C RR Rule Changes

RoadRally Rules changes for 2012:

8.B.4 – added last sentence

10.L – added to agree with other SCCA rules books

ARTICLE 8 ANNUAL RoadRally CHAMPIONSHIP

B) National Champions 4) Champions in each category shall be determined by the accumulation of points earned in SCCA **RoadRally** championship events in each series up to a maximum of 100 points. *Regional rallies may account for a maximum of 70 of these points in each series for competitors in the Expert and Grand Master categories.*

ARTICLE 10 ENTRY REQUIREMENTS

L) Assumption of Risk RoadRally is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, navigator, and crew members. The participant agrees that by entering an event, the Participant acknowledges that the event will be conducted on public and/or private roads with the accompanying hazards. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant

further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, site owners/operators, and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property. M) Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both. IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent

areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2 Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

3 Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

4 Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

5 Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6 Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect. I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 1, 2011

The Club Racing Board met by teleconference on November 1, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith, BoD liaison; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-12, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments via the form at <http://www.crbscca.com/>

GCR

1. #6394 (Terry Ozment) Eliminate crew licenses - no longer valid distinction
Delete Appendix C.3 CREW LICENSES and renumber subsequent sections. [The original insurance requirement for instituting crew licenses no longer applies. Only membership is required for access to hot areas and insurance coverage.]

FORMULA

1. #6532 (CRB) F600 Rule set revised
F600 is designed to be an entry level, relatively inexpensive class using modern 600cc motorcycle engines. The basic rule set is a variation on F500 with some significant differences. The initial 600cc motorcycle engine project was to integrate the engines into F500, but when the CRB decided to recommend F600 as a separate class, the members who were responsible for the initial effort created a standalone F600 rule set. It differs from F500 in the following areas: suspension (see K.1, K.2 and K.3 below) to permit the use of more traditional technology; weight and dimensions (K.2) to permit larger drivers a safe environment; wheels and tires (K.13) to permit the use of more widely available products. There are other minor differences. The CRB seeks member input on this proposed rule set with particular attention to these items. Depending on member comments (particularly from those who have built or are building cars to the F500 requirements), decisions will be made on which of the proposed changes will be adopted for the final F600 rule set to be submitted to the BoD for approval.

Add 9.1.1.K, Formula 600 as follows:

Note: differences from the rules previously published for 600cc motorcycle engines in F500 are shown as strikeouts for deletions or in red italicized type for changes and additions.

K.1. Definition

A class for single-seat, open-wheel, ~~rigid-suspension~~ race cars using 600cc motorcycle engines. Specifications are restrictive in nature in order to emphasize driver ability rather than design.

Formula 600 is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars.

K.2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be ~~850~~ *875 pounds using elastomeric springs or 925 pounds when using steel coil springs with hydraulic shock absorbers.*

Wheelbase:	Maximum	80"	<i>90 inches</i>
Overall Length:	Minimum	440"	<i>120 inches</i>
	Maximum	150"	<i>160 inches</i>
Overall Width:	Minimum	50"	<i>55 inches</i>
	Maximum	55"	<i>60 inches</i>

K.3. Suspension

Suspension shall be restricted and of a safe, suitable design. "Restricted" is defined as follows:

The springing medium of the chassis shall be limited to coil steel springs or elastomeric springs (rubber or other similar materials).

- A. ~~There shall be no springs or shock absorbers acting either directly or indirectly between the frame/chassis and axle.~~ *Elastomeric springs shall have a maximum diameter of 2.0 inches and a maximum thickness of 2.0 inches (both dimensions in a new and uncompressed state). The springs of either type are limited to 1 spring per wheel. Chassis that use elastomeric springs may use friction damping materials at the rocker arms only.*
- B. *Hydraulic shock absorbers shall have a single steel or aluminum body and are limited to a maximum of 2 adjustments (1 rebound adjuster and 1 compression adjuster). These shock absorbers shall be strictly limited to single body shock absorbers.*
- C. ~~Blocks, bushings, and/or mounts of rubber or similar material shall be used to isolate engine and drive assemblies,~~

and/or axles from vibration, shock, or track irregularities. The number of mounts shall not exceed one (1) per wheel and shall not exceed one (1) inch in thickness in uncompressed state nor shall they be stacked. The diameter of the mounts shall not exceed two (2) times their thickness. The mounts shall carry the weight of the car. Installation will be evaluated on compliance with both the letter and the intent of this provision. Elastomeric springs if used may use friction damping material at the rocker arms only.

- C. ~~The~~ Rear driving axle shall be of solid or tubular steel *or high strength aluminum alloy*. The ~~a~~ Axle shall be a one piece live axle, driving both rear wheels. Trailing arms are allowed. Differentials and/or slip joints are not permitted. *Spacers for drive components are permitted*. The intent of this subsection is to eliminate independent rear suspension of any type, or provision for lateral movement of the axle shaft to facilitate independent-type suspension.
- ~~D. Front axle(s) design and/or mounting configuration shall be such that the axle(s) does not function as a torsion bar. Split axle/independent front suspension is permitted so long as suspension control is effected solely by the mounting defined herein.~~
- D. Anti-sway bars are not permitted.

K.4. Brakes

Brakes shall be foot-pedal operated, hydraulic disc ~~or drum type~~, acting on all four wheels. The brakes shall be a dual system, arranged in a manner to provide braking for at least 2 wheels in the event of failure in part of the system. *Brake calipers are limited to ferrous or aluminum alloy and are limited to 2 opposing pistons per caliper per wheel. A single 4 piston caliper may be used on a single rear brake rotor. Brake rotors are limited to ferrous materials only.*

~~K.5. Steering~~

Steering is unrestricted provided it is of a safe and suitable design.

K.6. Transmission and Final Drive

- A. Only rear wheel drive is permitted.
- B. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.
- C. Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.
- D. All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are permitted. This may include cables, rods, or other mechanical linkage systems. All other shifting mechanisms are not permitted. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.
- E. The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.
- F. Mechanical throttle mechanisms must be used on all engines. Computer, electronic or pneumatic control of the throttle position is not permitted.
- G. The use of jackshafts to transmit power from the output shaft to the rear axle is permitted.
- H. Final drive chain tensioners are permitted.

K.7. Frame/Chassis

The frame/chassis assembly shall be constructed of steel tubing, and shall be of a safe and suitable design. There shall be a bulkhead incorporated in the chassis forward of the soles of the driver's feet with the pedals depressed. Forward-facing braces protecting the driver's legs and feet shall extend from the front roll hoop to the front bulkhead, unless foot protection is provided in accordance with 9.4.5.G.1.B.

The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedal not depressed).

K.8. Roll Cage

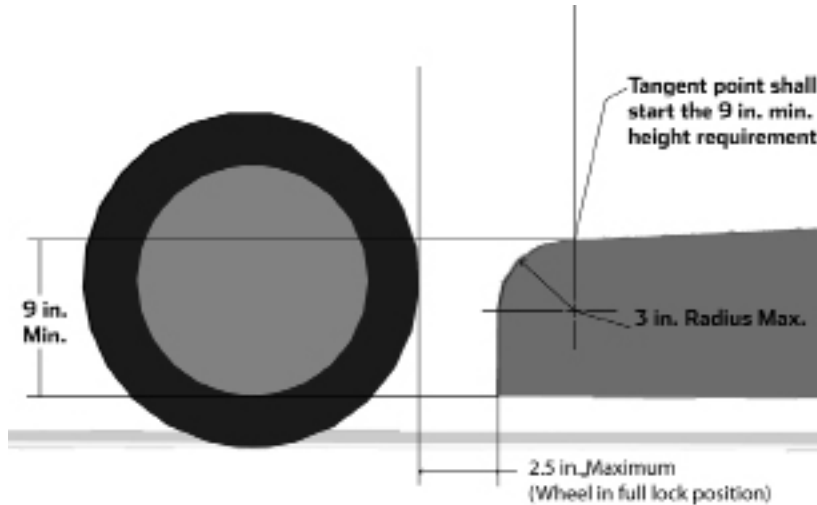
Cars shall have a full roll cage complying with section 9.4.5, made of steel, designed so that when viewed from overhead, an opening, having a minimum width of fourteen (14) inches and a minimum length of seventeen (17) inches is available for driver extraction under emergency conditions.

K.9. Bodywork

All mechanical components of the car, forward of the roll cage, shall be covered by suitable bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. Driver's seat shall be capable of being entered without the removal or manipulation of any part or panel. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The sidepod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The sidepod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The sidepod(s) may be open to the rear. Sidepod(s) is (are) intended to restrict wheel entanglement between cars. The purpose of these rules is to minimize the use of

“ground effects” to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the engine or rear axle.) The bodywork shall not extend below the surface the chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. Wings are prohibited.

Rear diffusers are permitted. The maximum width of the diffuser is limited to a dimension that is narrower than the distance between the insides of the rear tires.



K.10. Tires

Any recognized ten (10) inch racing tire with any tread width up to a designed 7.5 inch width may be used. Any HR rated radial tire may be used as a rain tire.

K.11. Wheels

All 4 wheels must comply with only one of the following requirements:

- A. 10 inch diameter with a maximum width of 8.5 inches.*
- B. 13 inch diameter with a maximum width of 7 inches.*

K.12. Ballast

Ballast may be added to meet the minimum weight requirement provided it is securely mounted within the bodywork and serves no other purpose. It is recommended that underweight cars be brought to the minimum limit by adding strengthening material to areas providing driver protection; i.e., roll cages, frame rails, etc., rather than simply bolting in additional weight.

K.13. Fuel Cell

The fuel cell shall be located within the bodywork, ahead of the rear wheels and behind the centerline of the front wheels.

K.14. Engines

- A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.
- B. It is the purpose of this section to control the power level of current and future F600 engines to be approximately the same. Thus all engines must use individual inlet restrictors (IIRs) that comply with Appendix F, Flate Plate Intake Restrictor, except the third and fourth bullet items. The IIRs holes shall each be 32.0 mm in diameter. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may require adjustments to the restrictors at any time by publication in Fastrack.
- C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless specifically authorized in these rules.
- D. The stock ECU shall be used. The ECU fuel *and ignition* map may be changed. Devices that modify inputs to or outputs from the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.
- E. Turbochargers and superchargers are prohibited.
- F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.
- G. The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.
- H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems are permitted.
- I. Oil coolers are unrestricted.
- J. The cooling system is unrestricted. ~~Radiators and associated ductwork shall comply with the existing F500-~~

bodywork rules-

- K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is permitted. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.
- L. Replacement of the standard connecting rod fasteners with alternate fasteners is permitted as long as there are no modifications to the production connecting rods. Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or to the production assembly.
- M. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.
- N. Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.
- O. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.

K.15. Chain/Belt Guards

Protective guards made from 1/8" aluminum or 3/32" steel are required where chain breakage could result in injury to the driver or damage to items necessary for the safe operation of the vehicle. This includes, but is not limited to, fuel lines, fuel tanks, brake lines, radiator, and water hoses.

K.16. Radiator

~~Capacity, size, shape, location, and number are unrestricted. Overhead radiators shall be at least six (6) inches rearward of driver's head.~~

FM

- 1. #6353 (Moses Smith) Formula Mazda rule change Per the Manufacturer
In 9.1.1.F.19.A, add at the end: "*Titanium hardware is not permitted. Tubular or Hollow bolts are not permitted.*"
In 9.1.1.F.19.B, change as follows: "Brake fluid, ~~fasteners~~, clamps, and radiator hoses are unrestricted."
In 9.1.1.F.19, add a new subsection D as follows: "*Ceramic bearings are not permitted. All bearing components must be ferrous metal, except for bearing retainers and bearing cages. This definition is applicable to all bearings, including, but not limited to, wheel bearings and transmission/gearbox bearings.*"

SUPER TOURING

- 1. #4920 (Peter Keane) Allow alternate turbo
REC: In 9.1.4.G.20, change from "~~Turbochargers may not be added to engines that did not originally come equipped with one.~~" to "*Turbochargers may be added to engines that did not originally come equipped with one on a case by case basis.*"
- 2. #6217 (CRB) Remove Front Splitter Damage Allowance
Delete 9.1.4.D.1.b in its entirety. [This should not be a judgment call. Either the rule is met or not.]

STU

- 1. #6395 (CRB) STU/STL "Hatchbacks" Wings
In 9.1.4.2.B.2.c and 9.1.4.3.B.2.c, change as follows:

The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof *or roll cage main hoop whichever is higher, measured at the highest point*. Cars with a ~~wagon-style or hatchback~~ *wagonback/notchback/hatchback style body (e.g., Mazda Protege 5, Civic hatchback)* may have the rear wing *assembly, including the end plates and any wicker*, mounted a maximum of 4.0 inches above the roofline *highest point of the roof*. ~~The mounting position will be measured between the highest points of the roof and the wing assembly.~~ *For this subsection, a wagonback/notchback/hatchback style body (or variations of these) is a car in which the rear edge of the roofline is no more than 28.0 inches forward of the rearmost bodywork as measured along the vehicle longitudinal centerline.*
- 2. #6567 (Rob May) Change STU turbo wording
In 9.1.4.2.1.2, add at the end of the first paragraph: "*No turbocharged engines with more than 4 cylinders will be classified.*"

PRODUCTION

- 1. (multiple) Radiator screens
Add a new subsection 9.1.5 E.6.h as follows: "*Screens, block-off plates or tape that serve only to protect or restrict air flow to the radiator(s) and/or oil cooler(s) are unrestricted, but must be located behind the stock grille or, for cars that do not have a stock grille, a minimum of 2" behind the stock radiator/cooler opening.*" [Note: this replaces the rule previously approved by the BoD in October.]
- 2. #6256 (CRB) Hinges
In 9.1.5.E.9.a.6, Production, change the fifth sentence as follows: "*Stock door hinges must be retained and mounted in their stock location.*"

- (multiple) Oppose Elimination of spoilers from Production
Under the current rules the specifications are based upon the base model of each car. If the base model came with a rear lip spoiler, then it is allowed. It is also allowed if a rear spoiler is listed on the car's spec line. The CRB will clarify the language of 9.1.5.E.9.a.16 to reflect this as follows: "**16. Stock or aftermarket rear spoiler or wing not permitted, unless factory installed for the listed base model or permitted on the car's spec line.**"

SHOWROOM STOCK

SSB

- #3824/#6226 (Stan Czacki) Suspension Allowance-Camaro & Firebird
In 9.1.7, SSB, Chevrolet Camaro V-6 (96-02) and Pontiac Firebird V-6 (96-02), add to Notes: "**SP-141 front and rear springs permitted; SP-8316 front sway bar and SP-8327 rear sway bar permitted; UMI-2006 shock tower brace permitted.**"

SSC

- #6192 (Joel Lipperini) Competition Adjustments 03-08 Tiburon
In 9.1.7, SSC, Hyundai Tiburon V-6 (03-08), add to Notes: "**Accusump permitted.**" [Weight reduction not recommended.]

TOURING

T1

- (multiple) Open bushings and ball joints for C5/6 Corvettes
In 9.1.10.D.5, add a new item as follows: "**c. All T1 cars are allowed to replace OEM upper and lower A-arm bushings with polyurethane or delrin bushings.**"

T2

- #3482 (Rob May) Allowance of spring kit for Z4 M Coupe
In 9.1.10, T2, BMW Z4 M Coupe (2007), change weight from ~~3325~~ to **3475** and add to Notes: "**Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Ground control # MZ4Swaybarset permitted.**"
- #6474 (Ralph Provitz) Performance enhancements for Lotus Exige
In 9.1.10, T2, Lotus Exige (06), add to Notes: "**Sector 111 Eliminator V3 permitted to replace rear panel.**" [Other items not recommended.]

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

GENERAL

SFI recently issued a requirement of inspection and recertification every five (5) years of all SFI 38.1 HNR Devices. The GCR does not specify this requirement. Currently, SCCA is recommending, but not requiring, that SFI 38.1 HNR devices be inspected and recertified by the manufacturer every five (5) years as per the SFI requirement. Please also note that the SFI requirement does not apply to FIA 8858 HNR devices. SCCA will continue to monitor developments regarding the SFI-requirement.

SHOWROOM STOCK AND TOURING

At its October meeting the SCCA Board of Directors suspended the 2.5 rule for 2012 and 2013 and reinstated T3 for 2012. Absent the 2.5 rule, classes will be managed by the Club Racing Board, with final approval of the Board of Directors.

The CRB has received many questions about the future of the Showroom Stock and Touring categories. The CRB is issuing this Member Advisory to answer those questions as best we can at this time

The CRB recently put forth a proposal to for the Showroom Stock and Touring categories that would have begun to be put in effect in 2012 with the expectation that the existing T3 would no longer be a class. That proposal was based on more than just the loss of T3. It has been the case for the last few years that, except for T2, all of the Touring and Showroom Stock classes have been weakly subscribed. In addition, several manufacturers have embraced the idea of a "B-Spec" class to be run within several sanctioning bodies, including some Pro series. The manufacturers have jointly asked SCCA to create and maintain the rules for this class. Taking all these factors into account, the CRB still plans to have four Touring classes in 2013 designated as T1, T2, T3 and T4.

T1 will continue essentially as is. T2 will become a combination of the current T2 and T3 classes. The new T3 will be a combination of the current SSB and SSC classes. In both the new T2 and T3 classes, adjustments will be made to make the cars competitive with one another. The B-Spec cars will be the basis for T4. For 2012, several cars in SSB will also be dual-classed in SSC to

give owners of those cars a choice of configurations.

NOT APPROVED BY THE CRB

GCR

1. #6354 (John Nesbitt) Clarify Restart Rules
The current rules are fine as written. The advisory committee suggests that the steward organization have training sessions to better understand the restart procedures.

FORMULA

FF

1. #6369 (Bill Kephart) Remove Cortina engine from FF
This engine is still used occasionally in Regional racing and therefore must remain in the rules.

FV

1. #6109 (Brian Mc Carthy) bolt on valve covers - please make mandatory
Thank you for your input. The rules are adequate as written.

GRAND TOURING

GT2

1. #6293 (Michael Smellie) Weight Reduction or Engine Increase to 3 Rotor
Compared to GT3 Mazda performance and lap times and the chassis advantages of the GT2 car (wheelbase, track, wheels/tires, etc.), the GT2 car should be competitive at its current specification.

GTL

1. #6172 (Lans Stout) Restricted Car Weight - Nissan L18
This car is competitive as specified.

IMPROVED TOURING

1. #6002 (Eric Heinrich) Allow e30 front body reinforcement peices for all BMW E30 models
Not consistent with class philosophy.

ITS

1. #6041 (Barry Brown) Reclassify the 99-00 Civic Si to ITA
Thank you for your input. This car is classified correctly.

ITA

1. #5576 (Grant Boshoff) Reduce the Weight of 90-93 Integras to Original pre-2006 Weight.
This car is classified correctly. We will continue to monitor its performance against others in its class.

ITB

1. #6238 (Chi Ho) reduce weight on the 99-00 protege
Thank you for your letter. This car is classified correctly.

SUPER TOURING

1. #6554 (Keith Feldott) Allow alternate throttle bodies for the BMW V8 engines.
Requested change is not within class philosophy. Thank you for your submission

STO

1. #6555 (Keith Feldott) Reduce the weight of the BMW E36/46 chassis.
This car is at process weight. Thank you for your submission

STU

1. #6263 (Eric Heinrich) consider allowing non-USDM engines for small displacement NA cars
Not recommended at this time. Thank you for your submission
2. #6301 (Marty Grand) Help the Mitsubishi Evo
This car is competitive as classed. Thank you for your submission

PRODUCTION

EP

1. #6411 (Dave Kavitski) Weight addition on 99 Miata by 100 lbs
The E Production class is very competitive at this time. We will continue to monitor the class,

2. #6412 (Dave Kavitski) Increase the weight of the 79-89 RX7s by 50 lbs.
The E Production class is very competitive at this time. We will continue to monitor the class,
3. #6413 (Dave Kavitski) Increase the Weight of the 99 BMW Z3
The E Production class is very competitive at this time. We will continue to monitor the class,
4. #6414 (Dave Kavitski) Increase the weight of the 71 Datsun 240Z by 75 lbs.
The E Production class is very competitive at this time. We will continue to monitor the class,

FP

1. #6382 (Bob Coffin) Request vented front brakes 83-84 VW GTI
Not recommended based on the weight of the car.
2. #6483 (Keith Church) Increase valve size FP corolla
Thank you for your letter. This car is competitive as classified.

HP

1. #6383 (Bob Coffin Coffin) Please allow A2 chassis front hub carrier,hubs and larger brgs
Not recommended at this time. This does not appear to be a big concern within the VW community.
2. #6386 (Bob Coffin) Remove phrase from spec line for VWs
This rule is correct as listed. The car did not come with fuel injection originally, thus permitting it is not within class philosophy.

AMERICAN SEDAN

1. #5034 (Ted Johnson) Allow Alternate Transmissions in A/S
Thank you for your input. The ASAC will be monitoring transmissions and potential issues in 2012 to determine if any additional transmissions are needed for the class for 2013. Any 6 speed considered would include 5th gears with a .74 or less ratio, in order to not obsolete currently compliant transmissions.
2. #5903 (Ted Johnson) rev limiter
Thank you for your input. Rev limiters are not in the spirit of the class.
3. #5904 (Ted Johnson) air restrictors
Thank you for your input. Air restrictors are not in the spirit of the class for full preparation/carburetor cars.

SPEC MIATA

1. #6352 (Shawn Slattery) Cold air intake for the 1.6 cars in SM
Thank you for your input. We will continue to monitor parity, however with the most recent weight and restrictor plate changes for the 2012 season, this does not appear to be needed at this time.

SHOWROOM STOCK

1. #3814 (Sam Ryan) VW rear control arms
Not within class philosophy. Thank you for your submission.

SSB

1. #6356 (Joel Lipperini) Car Classification requests for SSB
The Chrysler Crossfire and the Mazda Protege would have to carry too much weight in SSB.

SSC

1. #6193 (Joel Lipperini) Car Classification RSX-S
This car is competitive as classified in SSB.
2. #6195 (Joel Lipperini) Weight reductions for SSC cars
All cars for which adjustments were requested are at process weight.
3. #6392 (Joe Aquilante) Impreza in spec B
This is not a B-Spec car.

TOURING

T1

1. #6308 (Michael Pettiford) Reduce the weight by 50 lbs of the 2010 Grand Sport
The penalty for larger wheels and tires is appropriate; does not require all competitors to purchase them.

2. #4944 (Brian Kleeman) Allow Nissan 350Z to update to the 370Z motor in T2
Not within class philosophy.
3. #6299 (Marty Grand) Allow any alternate radiator fan.
Not within class philosophy.
4. #6388 (Christopher Childs) Motorsport Control Arms for Porsche 996
There are other ways to adjust camber.

T3

1. #5253 (Cheyne Daggett) Camber/Caster Plates 2011 Mustang V6
There are other ways to get more camber.
2. #6188 (Cheyne Daggett) Adjustments for 2012 if T3 is still a class. (11-12 mustang V6)
This car is competitive as classified. We will continue to monitor the T3 class.

PREVIOUSLY ADDRESSED

SSC

1. #4675 (Clifton Winkleman) B-Spec request (Nissan Versa)
See October Fastrack.

NO ACTION REQUIRED

GCR

1. #5537 (Jim Rueff) Proposed Change to Definition of Entrant
You raise two points in your letter. One is contrary to current GCR requirements. No one who is not registered may drive a car during any session without notification and approval by the Chief Steward. With regard to a mechanical issue having been raised about a car, the driver may ask the SOM to hear the entrant as a witness.
2. #6176 (Dennis Hand) Response to #5217 - Changes to Controlled Substances Section
Thank you for your letter. The wording of this rule change was modified before approval by the BoD.
3. #6184/#6203 (Pat Goolsbey/Tony Sleath) Runoffs SRF qualifying with S2
Thank you for your letters. As much as every class would like to be alone on track, Runoffs scheduling constraints preclude this. To provide reasonable sessions, combined groups are a simple necessity. All but one class was part of a combined group in 2011. Depending on the number of entrants in various classes, 2012 might have only a few or no single class groups and it might be necessary to have more than one group with three classes to avoid large speed differentials.
4. #6213/6228 (Edward DelMonico/Michael Odonovich) increase medical to 2 years for 60-70 years olds
Thank you for your support for this change.
5. #6215 (Joe Aquilante) One Last Try--Get rid of 2.5 rule
Thank you for your letter.
6. #6269 (Chuck McAbee) Runoffs Qualifications
Thank you for your letter. It will be considered in discussions of Runoffs eligibility requirements.
7. (multiple) SFI H&NR expiration
The language in 9.3.20.C.2 does not require recertification of head and neck restraints that are certified by either SFI or FIA.
8. #6279 (Neil Cox) Club Racing Definition
Thank you for your letter. It will be considered in future planning.
9. #6401 (Darwin Felix) National drivers should not earn Regional Points
Each regional series may set its own requirements for earning points. Some regions already bar drivers with certain backgrounds from earning points.
10. #6409 (Dave Kavitski) Rain Racing Light(s)
Thank you for your letter. This topic has been revisited many times. The CRB considers the current rule to be appropriate.
11. #6427 (Darwin Felix) BF Goodrich Championship Final West
Thank you for your letter. It will be considered in future planning.

FORMULA

FB

1. #6178 (Bill Wald) Clarification on FB rules
There are no additional rules changes that have been submitted for 2012.

GRAND TOURING

GTL

1. #6303 (Mark Ward) Congratulations are in order.
Thank you for your recognition.

IMPROVED TOURING

1. #5946 (Mark Andy) Clean up Accessory Pulley language
Thank you for your letter. The rule is adequate as written.
2. #6358 (Nat Wentworth) comment on proposed rules - engine mounts
The new rule does not apply to suspension components.
3. #6449 (Evan Webb) Support for IT rule changes.
Thank you for your letter.
4. #6466 (Les Chaney) Opposes alternate motor mounts.
Thank you for your letter.
5. #6476 (Gregg Ginsberg) Engine mount input.
Thank you for your letter.

SUPER TOURING

STU

1. #6468 (CJ Moses) T2 Compliant cars run STU, similar to IT spec allowance?
Not recommended at this time.
2. #6553 (Tim Myers) Request 2000 Audi S4 classification into STU
This is not within the philosophy for STU. Twin turbo/ turbo 6 cylinder cars are classed in STO. Thank you for your submission

STL

1. #6402 (Eric Heinrich) Oppose STL as a national class
Thank you for your input
2. #6473 (Ian Stewart) Support STL National
Thank you for your support.

PRODUCTION

1. #6463 (Evan Webb) Bring back GP as regional
Thank you for your input. Any region may create a regional rule set for former GP cars. The CRB has no intention of restoring GP to the GCR.
2. #6415 (Dave Kavitski) Board members should not vote or input on rules in their class
Thank you. We already implement this rule which is part of the Advisory Committee manual.

HP

1. #6359 (Mark Brakke) further communication re letter 5571
Most of this was taken addressed in a previous letter. There will be no allowance for an alternate intake manifold of any kind. It is currently permitted to run stock variable valve timing. If you can source an alternate throttle body that uses a cable for actuation, please let us know and we will consider this as an alternate part.

AMERICAN SEDAN

1. #6208 (Scott Sanda) Limited prep allowances and changes
Thank you for your input.
2. #6209 (Scott Sanda) Fuel cells
Thank you for your input. The ASAC will be developing a complete set of Limited Preparation rules within the American Sedan rules for 2013. Fuel cells (as an option, not a requirement) will be considered as part of this effort.

SHOWROOM STOCK

1. #6021 (Alan Leshner) ss/touring merger
Thank you for your support. Please see Member Advisory in these minutes.
2. #6220 (Joel Lipperini) Showroom Stock C
Thank you for your input. Please see Member Advisory in these minutes.
3. (multiple) Request to publish further information: 2012 SS-T reorganisation
Cars in Touring and Showroom stock will no longer time out. Also, please see Member Advisory in these minutes.

SSC

1. #6284 (Mark McCaughey) SSC Rules Stability
Thank you for your input.
2. #6285 (Mark McCaughey) B-Spec and SSC
Please see Member Advisory in these minutes.
3. #6287 (Mark McCaughey) Leave Acura RSX Type-S in SSB
The Acura RSX Type-S will remain in SSB
4. #6194 (Joel Lipperini) Competition adjustment - Celica GTS
See letter #5460 in TB 11-11.
5. #6407 (James Ebben) slow down the Celica GTS
See letter #5460 in TB 11-11.

SPEC MIATA

1. #6298 (Tom Sager) Help the 94/95 Miatas
Thank you for your input. The information submitted in your letter was considered when making the parity adjustments for the 2012 season.

TOURING

T1

1. #6237 (John Buttermore) Remove weight penalty for alternate brakes
See letter #6244. Other adjustments have been made within the class.

T2

1. #5708/#6187 (Cheyne Daggett) Classify the 2011 Mustang V6 into T2 from T3
Thank you for your input. This car will not be reclassified to T2 until 2013. Also, please see Member Advisory in these minutes.

T3

1. #6389 (Christopher Childs) Please keep T3
The BoD has decided to retain T3 for 2012. Please see Member Advisory in these minutes.

RESUMES

1. #5297 (Fred Cummings) Fred Cummings GCR Committee Resume
Thank you for submitting your resume. We shall keep it on file for future consideration.
2. #5464 (Jeff Werth) Resume submitted for ASAC consideration
The ASAC appreciates your interest in the committee and thanks you for submitting your resume. We will keep your resume on file and will determine if adding members is appropriate as the 2012 season progresses.
3. #5912 (Lee Graser) CRB Resume for Lee Graser
Thank you for your resume. It will be kept on file for future openings on the CRB.
4. #6506 (John LaRue) Resume for CRB
Thank you for your resume. It will be kept on file for future openings on the CRB.
5. #6426 (Steve Oseth) Resume for CRB
Thank you for your resume. It will be kept on file for future openings on the CRB.
6. #5304 (Cheyne Daggett) Resume for T/SS Committee
Thank you for submitting your resume. We will keep it on file for future openings on the committee.

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2011

NUMBER: TB 11-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

NOTICE: The Club Racing Technical Bulletin dated October 20, 2011 that appeared in the November Fastrack should have been numbered TB 11-11.

All changes are effective 12/1/11 unless otherwise noted.

GCR

1. #6613 (CRB) Addition to entry form requirements

In 3.5.6.A, add to list of required information: "*sponsorship information*". [This is to satisfy the previously approved requirement to publish sponsorship information on final results.]

2. (Board of Directors)

In 3.1.2.C, add at the end: "*If the event is a Super Tour event, a shorter total practice and qualifying time may be used subject to approval by the National office.*"

In 3.9.3, add the following at the end: "*For all Super Tour events, Bonus points will be available to all competitors regardless of whether or not they have earned Base points.*"

Formula

FM

1. #6353 (Moses Smith) Formula Mazda rule clarification

In 9.1.1.F.11.E, correct the last sentence as follows: "When Koni shock absorbers 3012-1604FMF and/or 3012-1616FMR are used, the Koni shock bumpers P/N 000-152, Koni part # 72-34-48-000-0 *may be used.*"

In 9.1.1.F.16.A, correct as follows:

"Only a 1700 Pound KEP, 2300 Pound KEP, or Stage 2 KEP (Moses Smith Racing part # 060-104) all steel pressure plate is permitted and must be used unmodified. *The pressure plate may be resurfaced; minimum thickness shall be .475 inch measured from the friction face to the inside face of the mounting tab.* [The original pressure plate is no longer available. The replacement is the KEP Stage 2, all steel plate.]"

Grand Touring

GT1

1. #6296 (Glen Jung) GT1 MAZDA RX7

In 9.1.2.E.1.c, Mazda, change the 20B entry as follows: "20B engine, multi carb or fuel inj. weight = 2025 *1965* lbs.; *6 speed transmission permitted.*" [These allowances were given due to the significantly lower torque output of the rotary engine. Note that the 75 lb sequential penalty still applies.]

GT2-GT3

1. #6372 (CRB) GT2-3 wing mounting

To be consistent with GTLite wing mounting specifications, change 9.1.2.F.4.b.13.E as follows: "Two wing mounting posts must be used, with each one located between 8" *2*"-20" inboard from the end of the wing."

GTL

1. #6201 (Matthew Foley) Request inclusion of Z3 to Body page for GTL

In 9.1.2, GTL, BMW, add the following:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Z3</i>	<i>1996-2002</i>	<i>Roadster</i>	<i>RWD</i>	<i>96.3</i>	

2. #6202 (Matthew Foley) M42 BMW Engine addition

In 9.1.2, GTL, BMW, add the following:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
M42B19	DOHC	84.0 x 81.0	1796	Alum. Crossflow	4	22.5mm SIR	2070	

Improved Touring

ITB

- #3583 (Jack Banha) Move Vovlo 142 from ITB to ITC
In 9.1.3, ITB, Volvo 142 / 144 2.0 (69-74), change weight from ~~2640~~ to **2560**.
- #5695 (Josh Baldwin) Add spec line for 92-95 Civic LX
In 9.1.3, ITB, add the following:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Honda Civic LX (4 door) (92-95)</i>	<i>4 cyl SOHC</i>	<i>75.0 x 84.5 1493</i>	<i>(I) 29.0 (E) 25.0</i>	<i>9.2:1</i>	<i>103.2</i>	<i>13</i>	<i>3.25, 1.76, 1.17, 0.91, 0.70</i>	<i>(F) 262 x 21 Vented Disc (R) 2300 x 9 Solid Disc</i>	<i>2345</i>	

ITC

- #3929 (Helmut Derra) Add carbureted model to spec line (VW Rabbit)
In 9.1.3, ITC, add the following:

ITC	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Volkswagen Rabbit 1.7 (82-84)</i>	<i>4 cyl SOHC</i>	<i>79.5 x 86.4 1715</i>	<i>(I) 34.0 (E) 31.0</i>	<i>8.2:1</i>	<i>94.5</i>	<i>13</i>	<i>3.06, 2.05, 1.31, 0.91</i>	<i>(F) 239 Disc (R) 180 Drum</i>	<i>2110</i>	<i>Carbureted Model</i>

SUPER TOURING

- #6003 (Eric Heinrich) Allow E30 front body reinforcement parts as in letter #6001
In 9.1.4.C.2, first sentence, delete: "~~but additional reinforcing material/brackets are not permitted.~~"

STO

- #5468 (Eric Galerne) Restrictor Plate removal on Viper ACRX in STO
In 9.1.4.J, add the following to the table: "***Dodge Viper ACRX/8400cc/3400/(2) 60mm flat plate/Engine must meet shop manual specifications. No additional STO category modifications permitted.***"
- #6422 (Greg Amy) Resolve WCGT-Spec Porsche 996TT Issue
In 9.1.4.1.J, Porsche 996TT, first listing, change from "~~(2) 40mm flat plate~~" to "***(2) 43.5mm flat plate restrictors required, mounted in the intercooler Y pipe***"

In 9.1.4.1.J, Porsche 996TT, second listing, in Notes, change as follows: "K24/K16 "hybrid" ***or K24 turbochargers permitted;***"

In 9.1.4.1.J, change both Porsche 996TT listings to Porsche 996TT/***997TT***.
- #6496 (Robert Thorne) Minimum weight, 8.4 displacement, restrictor
In 9.1.4.1.J, add a new Dodge Viper entry as follows: ***/Dodge Viper ACR/ACR-X Stock OEM engine/8400/3400/(2) 60mm flat plate/OEM fuel tank may be used./***

STU

- #4856 (James Lucas) Use of a Supercharged Ecotech Engine in STU
In 9.1.4.2.G, change model from "~~Chevy Cobalt SC~~" to "***Chevrolet Cobalt / Caviler (Super Charged)***" and weight from ~~2900~~ to **2650**.
- #5712 (CRB) Delete unnecessary classifications
Effective 1/1/12, in 9.1.4.2.H, Table A, delete the following entries:

BMW E36 M3 (95-99)
Chrysler Crossfire
Mercedes-Benz CLK
Porsche Boxster S (00-05)

[With the approval of the basic class displacement from 3.0 to 3.2 liters, these listings are no longer needed.]

3. #6029 (Steven Simpson) Allow 13" rotors max or 330mm.
In 9.1.4.2.G, correct to permit 13 inch rotors (as intended) by changing ~~328mm~~ to **331mm**.
4. #6233 (Philip Royle) Reevaluate the weight of rotary powered cars in STU
In 9.1.4.2.I.1, change 13B/Renesis weight from ~~2400~~ to **2300** and 12A weight from ~~2350~~ to **2250**.
5. (multiple) Turbo cars: TIR/Weight
In 9.1.4.2.I.2, increase all weights in chart by 50 lbs.

In 9.1.4.2.I, Table A, Audi A4 Turbo, Notes, delete "~~HH VF30 turbo permitted.~~"

In 9.1.4.2.I, Table A, add: **Audi A4 Turbo/1797/3050/37mm turbo inlet restrictor/IHI VF30/**
6. #6419 (Greg Amy) Clarify or Strike 9.1.4.2.F.6
Delete 9.1.4.2.F.6. [This section contradicts other STU allowances.]
7. #6425 (Shandelle Leonard) Firewall modification to clear intake manifold
In 9.1.4.G.1, clarify permitted modifications to install alternate engines by adding the following: "**The long block assembly of the alternate engine must remain within the engine compartment with no modifications, however the firewall may be modified to provide clearance for intake manifolds and/or engine accessories.**"
8. #6472 (Greg Amy) E&O, STU Brakes
In 9.1.4.2.G.2, clarify as follows: "The standard production calipers or any 4-piston **or fewer** calipers may be used."
9. #6550 (Chris Childs) Lotus
In 9.1.4.2.I, Table A, combine the Lotus Elise SC and Lotus Exige SC on one line and change the Notes to: "**OEM Open pulley and injectors; OEM camshaft lift.**"

PRODUCTION

EP

1. #6236 (CRB) Competition adjustments
In 9.1.5, EP, Mazda MX-5 (06-11), change the weights from ~~2450/* 2511/** 2573~~ to **2300/* 2358/** 2415**.

In 9.1.5, EP, Mazda RX-8 (04-09), change model years to 04-~~11~~ and weights from ~~2400/* 2560/** 2620~~ to **2300/* 2358/** 2415**.

HP

1. #3330 (Brian Harmer) Classify Toyota Starlet
In 9.1.5, HP, add the following:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Toyota Starlet (81-84)</i>	2	1650 * 1691 ** 1732	4 Cyl. OHV	75 x 73	1290	Iron	Alum	(I) 36.0 (E) 29.0	Fuel injection	90.6	54.8 / 54.2

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Toyota Starlet (81-84)</i>	13 x 7	5	(F) 225 disc (R) drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".

2. #5571 (Mark Brakke) Classify Mini Cooper in HP
In 9.1.5, HP, add the following:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Mini Cooper (07-11)</i>	2	2130 * 2183 ** 2236	4 Cyl. SOHC	77.0 x 85.8	1598	Iron	Alum	(I) 28.8 (E) 26.3	Fuel injection	97.1	61.6 / 62.0

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Mini Cooper (07-11)</i>	15 x 7	5	(F) 280 (R) 259		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".

3. #6038 (Jason Isley) Classify the 2012 Yaris.
In 9.1.5, HP, add the following:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Toyota Yaris (2012)</i>	2	1900 * 1948 ** 1995	4 Cyl. DOHC	74.9 x 84.6	1496	Alum	Alum	(I) 30.5 (E) 25.5	Fuel injection	98.8	62.6 / 62.1

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Toyota Yaris (2012)</i>	15 x 7	5	(F) 255 (R) 200		Comp. Ratio limited to 11.0:1, Valve lift limited to .390"

4. #6276 (Ron Bartell) Performance Adjustment for Spridgets and Spitfires
In 9.1.5, HP, change the weights of the following cars as shown:

Austin-Healey Sprite Mk I, II, III, IV MG Midget Mk I, II, III, IV & 1500, Prep Level 1/2, 1275 engine, change weight from 1680 to 1630.

Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) (1275), change weights from 1550/* 1590/** 1630 to 1500/1539/1578.

Austin-Healey Sprite Mk.I, II, III, IV MG Midget Mk.I, II, III, IV, Midget 1500, Prep Level 1, 1098 engine, change weight from 1740 to 1690.

Triumph Spitfire, Prep Level 2, 1296 engine, change weights from 1665/* 1707/** 1748 to 1615/* 1655/** 1696.

Triumph Spitfire 1500, change weights from 1665/* 1707/** 1748 to 1615/* 1655/** 1696.

Triumph Spitfire, Prep Level 1/2, 1296 engine, change weight from 1810 to 1760.

5. #6429 (Bob Coffin) Add / allow side draft carbs similar to BMW 1600 in HP
In 9.1.5, HP, Volkswagen Scirocco 1588 and Volkswagen Rabbit 1588 (includes Cabriolet / convertible), add to Notes: "(2) auto type side draft carburetors with 32mm chokes permitted at weights of 1875/* 1922/** 1969."

SHOWROOM STOCK SSB

1. #5645 (Lee Niffenegger) Classify 2012 Honda Civic Si in SSB for 2012 Season
In 9.1.7, SSB, add the following:

SSB	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Honda Civic Si (2012)</i>	87.0 x 99.0 2354	2620 (2 dr) / 2670 (4 dr)	1499/ 1522	17 x 7 Alloy	215/45	3.267, 2.040, 1.429, 1.073, 0.830, 0.647	4.76	(F) 300 x 25 Vented (R) 260 x 9 Solid	3000	39mm flat plate restrictor required. Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted.

SSC

1. #5330 (Bradley Davis) Request for Mini Cooper inclusion in B Spec
In 9.1.7.E.34, add to list of cars: "Mini Cooper (2007-2011)"
In 9.1.7, SSC, add the following:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mini Cooper (2007-2012)</i>	77.0 x 85.8 1598	2467	1458 / 1466	15 x 7 Alloy, minimum weight 13 pounds	205/50 (F&R)	overall: 14.4, 8.33, 5.48, 4.11, 3.51	N/A	F) 276 x 22 Vented Disc (R) 239 x 10 Solid Disc	2630	See 9.1.7.E.34.

2. (CRB) Classify KIA Rio 5 in B-Spec
In 9.1.7.E.34, add to list of cars: "KIA Rio 5 (2012)"
In 9.1.7, SSC, add the following:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
KIA Rio 5 (2012-)	77.0 x 85.44 1592	2570	1521 / 1525	15 x 7 Alloy, minimum weight 13 pounds	205/50 (F&R)	3.769, 2.045, 1.286, 1.036, 0.893, 0..774	3.833	(F) 285 x 22 (R) 250 x 10	2600	See 9.1.7.E.34.

3. (CRB) Correct Fiat 500 specification
In 9.1.7, SSC, add model years "**(2011-)**", add to Notes: "**See 9.1.7.E.34.**"
4. #5460 (CRB) Adjustments to Toyota Celica GTS
In 9.1.7, SSC Toyota Celica GTS (00-05), change weight from ~~3040~~ to **2985**; in Notes, change as follows: "A ~~60mm~~ **50mm** flat plate restrictor is required". [The original restrictor size for this car was based on a percentage of the OEM throttle body size. On track results with that restrictor showed essentially no effect on performance. Since then, our computer modeling has been updated and has been confirmed with dyno data on a T2 Mustang. The new model confirmed that the current restrictor has essentially no effect on airflow and horsepower on the Celica GTS.]
5. #6039 (Jason Isley) Please classify the 2012 Yaris in B-Spec.
In 9.1.7.34, change Toyota Yaris 2-4 door model years from (2010-~~2011~~) to (2010-**2012**) and in 9.1.7, SSC, Toyota Yaris 2-4 door, change model years from "(07-~~11~~)" to "(07-**12**)".
6. #6196 (Joel Lipperini) Reclassify to SSC
In 9.1.7, add each of the following SSB cars to SSC with changes shown (cars remain classified in SSB):
Toyota MR-2 Spyder 16V DOHC (01-05), at **2600lbs**
Mitsubishi Eclipse GT (00-05), at **3000lbs**
Mazda MX-5 /Miata (01-05), at **2700lbs**; in Notes, delete: "~~Factory "Sports" pkg. allowed. Optional Torsen limited slip differential allowed.~~"
7. #6528 (CRB) Amend B Spec requirements
In 9.1.7.E.34, add the following to the final paragraph: "**If a manufacturer's suspension kit (springs and shock absorbers) is listed on the vehicle spec line, it must be used; otherwise, required spring lengths and rates and specific aftermarket shock absorbers will be listed on the spec line.**"
8. #6529 (CRB) B-Spec adjustments
In 9.1.7, SSC, change or assign weights as follows:
Fiat 500 (2011-), from ~~2430~~ to **2280**
Ford Fiesta 4 door (2010- 2011), from ~~2500~~ to **2575**; In Notes: **34mm flat plate restrictor required**
Honda Fit 5 door (2009-2011), from ~~2400~~ to **2500**; In Notes: **34mm flat plate restrictor required**
Kia Rio 5 (2012-), at **2600**; In Notes: **23mm flat plate restrictor required**
Mazda2 4 door (2010-2011), from ~~2430~~ to **2300**
MINI Cooper (2007-2012), at **2600**; In Notes: **33mm flat plate restrictor required**
Nissan Versa 4-5 door (07-11) [1.8L], from ~~2675~~ to **2750**; In Notes: **35mm flat plate restrictor required**
Nissan Versa 4-5 door (07-11) [1.6L], remains unchanged
Toyota Yaris 2-4 door (07-11), from ~~2250~~ to **2420**

SPEC MIATA

1. #6533 (Club Racing Board) Revised weights and restrictors sizes
Effective 1/1/2012, in 9.1.8, specification table, change the weights and restrictor requirements as follows:

90-93: from ~~2275~~ to **2300**
94-97: from ~~2365~~ to **2350**; from ~~47mm~~ to **45mm**
99-00: from ~~2450~~ to **2400**; from ~~41mm~~ to **38mm**
01-05: from ~~2450~~ to **2400**; ~~43mm~~ to **40mm**

TOURING

1. #5390 (CRB) Correct heading
In 9.1.10.D.5.a, correct heading as follows: "Suspension ~~Components~~ **Adjustments**".

T1

1. (multiple) Classify the Ford Mustang Boss 302 and Boss 302 Laguna Seca in T1
In 9.1.10, T1, classify the following:

T1	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Ford Mustang Boss 302 (2012); Mustang GT (2010-12)</i>	<i>92.220 x 92.7 4957</i>	<i>2720</i>	<i>18 X 11 (F) 18 x 11 (R)</i>	<i>315/35 (F) 315/35 (R)</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, 0.65</i>	<i>3.73</i>	<i>(F) 355 x 32.1 Vented (R) 300 x 19.2 Vented</i>	<i>3400</i>	<i>Mustang GT must be converted to 2012 Boss 302 VTS specifications (VTS on file at SCCA).</i>

[The FR500S will not be classified since it will not be competitive. The FR500C will not be classified since it has a seam welded body which is not permitted in T1.]

T2

1. #6198 (Rob May) Add up to 2012 for BMW M3
In 9.1.10, T2, BMW E92 M3 (08-09), change model years to (08-12).

2. (multiple) T2 competition adjustments
In 9.1.10, T2, change each of the following:

Pontiac Solstice GXP Coupe/Convertible (07-09), change weight from ~~3450~~ to **3175**; add to Notes: "**39mm flate plate restrictor required.**"

Nissan 370Z (09-11) / 370Z NISMO Edition (09-11), change weight from ~~3500~~ to **3550**; add to Notes: "**(2) 40mm flat plate restrictors required.**"

Ford Mustang GT 5.0L 2011-12, change weight from 3650 to 3750; add to Notes: "**57mm flat plate restrictor required.**"

Porsche 911 / 996 (98-05), change tire size from "Any DOT tire fitting stock body w/o modifications" to "**245 (F), 295 (Max) (R)**"

Mitsubishi Lancer Evo X / GSR / MR (08-11), change weight from "~~3480 or 3580 with paddle shifter~~" to "**3530 or 3630 with paddle shifter**"

Honda S2000 (00-09), change weight from ~~2720~~ to **2775**, max optional wheel size to **18 x 9 (F/R)**, optional max tire size to **275/50**. In Notes, add "**TBH cold-air intake (Part # CT Engineering 320-036). Maximum spring rate 600 lbs/in.**"

3. #6543 (CRB) Dual classifications
In 9.1.10, T2, classify each of the T3 cars below in T2. T2 specifications are the same as T3 except as shown. [These cars will still be classified in T3.]

Ford Mustang V6 (2011-2012), add to Notes: "**Car must meet V-8 T2 specification; in Notes: Disregard the engine content portion of VIN.**"

Mazda Mazdaspeed3 (07-09), change weight to **2900**, optional wheel size to **18 x 9.5 (F & R)**, max tire size to **255/50**. In Notes add: "**Optional rear sway bar max 42mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-488) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R).**"

Mazda Mazdaspeed3 (10-11), change weight to **2900**, optional wheel size to **18 x 9.5 (F & R)**, max tire size to **255/50**. In Notes add: "**Optional rear sway bar max 42mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-488) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R).**"

Mazda Mazdaspeed Miata (04-05), change weight to **2950**, optional wheel size to **18 x 8 (F) 18 x 9 (R)**, optional tire size to **245/45**.

Saturn Ion Redline (2005), change weight to **2850**, wheel size to **18 x 9.5 (F & R)**, max tire size to **255/50**. In Notes: "**Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R).**"

Volkswagen GTI, Jetta GLI (06-10), change weight to *2900* (DSG or STD), optional wheel size to *18 x 9.5 (F & R)*, max tire size to *255/50*. In Notes: "*Optional rear sway bar max 42mm range (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-496) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R).*"

CLUB RACING MEMORANDUM

Seeking CVs for Medical Review Board interested parties.

The Medical Review Board is a group of physicians who are very involved in racing and understand the need for medical standards for racers. They assist the medical director in reviewing complex medical conditions to help determine whether a driver's medical condition will affect racing safety.

Requirements include board certification, by ABMS or AOA certification organization, SCCA membership, an active or recent racer, track medical provider or someone imminently involved in the motorsports world. There must also be geographic and specialty diversity. The terms are for 1 year with renewal at the recommendation of the VP of Club Racing and the Medical Director of SCCA Club Racing.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Peter Monin vs. SOM COA Ref. No. 11-25-NE

October 13, 2011

FACTS IN BRIEF

Following the Group 6 race on September 18, 2011 at the Finger Lakes Region "Fun One" held at Watkins Glen, Nicole Cooper (SM2 # 82) protested Peter Monin (SM2 #45) for violation of 2011 GCR 6.11.1.C. (failure to leave racing room). The protest arose from body contact between the two cars at the "bus stop" on the first lap.

The Stewards of the Meeting (SOM) Roy Bergman, Ed Hughes, Phil Kelley and Donna McDonough, Chair, met, viewed an in-car video from Viktor Volpe (SM2 #42), heard testimony from Ms. Cooper, Mr. Volpe and Mr. Monin, and upheld the protest. The SOM placed Mr. Monin on three (3) race weekend probation and assessed three (3) penalty points to his competition license.

Mr. Monin appealed the SOM decision and the severity of the penalty based on additional in-car videos not available to the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell and Michael West, Chairman, met on October 13, 2011 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Peter Monin including additional in-car videos from Whitfield Gregg (SM2 #14) and Mike Cefalo (SSM #10), received October 6, 2011.
2. Official Observer's Report and related documents, including in-car video, received October 7, 2011.

FINDINGS

The in-car videos submitted by Mr. Monin with his appeal show Mr. Monin and Ms. Cooper were running mid-pack. The videos also clearly show that one of the leading cars spun in the "bus stop" resulting in the entire field slowing and causing an "accordion effect" and compressing the middle of the pack. Mr. Monin could not leave racing room that he did not have. The COA determined that the contact between Mr. Monin and Ms. Cooper was a racing incident with no fault assigned.

DECISION

The Court of Appeals overturns the decision of the SOM. Mr. Monin's probation is set aside and his license is to be returned to him. The three penalty points assessed his competition license are removed. Mr. Monin's appeal is considered well founded and his appeal fee, less the administrative amount retained by SCCA, will be returned.

TIME TRIALS

TIME TRIALS ADMINISTRATIVE COUNCIL | Sept. 14, 2011

The Time Trials Administrative Council met by teleconference on September 14, 2011. Participating were Matt Rowe, Co-Chairman, Tony Machi, Co-Chairman, Jerry Cabe, Bob Horansky, Bob Lybarger, Dave Deborde, Kent Carter, Chuck Deprow, and Joe Oliveira.

Rules / Documents:

- Conflicts between sections 10.8 and 12.1 in Level 1 PDX and the Level 2 Club Trials rules were discussed. New wording to correct this conflict was discussed and will be submitted for next month's meeting.
- A rules flow chart similar to those that are presently available on the SCCA website for the SEB at http://www.scca.com/documents/2011%20Tech/rules_proposal_flowchart.pdf and for the CRB at <http://www.scca.com/documents/Club%20Rules/CRB-processchart.pdf> will be developed for the TTAC.
- The PDX minor passenger proposal that was tasked to the TTSC was discussed. The recommendation from the TTSC outlined allowing those 16 years old, or of legal age to drive in the state, to be allowed as passengers in PDX provided that all of the other requirements in the TTR for passengers are followed. This proposed change will be included in the revised 2012 TTR that will be submitted to the BOD for approval.

TIME TRIALS

TIME TRIALS ADMINISTRATIVE COUNCIL | Oct. 12, 2011

The Time Trials Administrative Council met by teleconference on October 12, 2011. Participating were Matt Rowe, Co-Chairman, Tony Machi, Co-Chairman, Chuck Deprow, Bob Horansky, Bob Lybarger, Josh Hadler, Dave Deborde, Kent Carter, Jerry Cabe, and Joe Oliveira. Also participating was Deanna Flanagan, SCCA Club Racing Manager.

RULES / DOCUMENTS:

- Recommended Items to the BOD were discussed. Time Trial Credit will be on the BOD agenda for discussion. Specifically, wording about TT credit towards driving school licensing requirements in the GCR. The TTAC believes that clear and specific wording should be included in the GCR, and has submitted proposed wording for BOD approval.
- There was discussion of the Licensing proposal that was recommended for approval to the BOD during the July TTAC meeting was discussed. This proposal has not yet been approved by the BOD, and is the only TT licensing proposal that has been presented to the BOD.
- 2012 TTR revisions were discussed by the group. Preliminary versions of the 2012 Level 1 and 2 rules revisions have been completed by Jerry Cabe. Level 3 and 4 revisions will be reviewed by Jerry Cabe, Joe Oliveira, and the SEDiv TT Championship Series Points Committee. These revisions will be discussed during a combined TTAC and TTSC conference on October 26th.
- The seminar that is required in the current TTR for licensing of TT Safety Stewards was discussed. Many Divisions are utilizing the standard Club Racing seminar to satisfy the requirements of the TTR for Safety Steward licensing. There is currently a seminar format that is utilized in SEDiv that is specific to TT and that will be shared with the group as a basis for a possible standard format.

SUGGESTED RULES FOR NEXT YEAR:

The following subjects may be referred to the Board of Directors for approval. Address all comments, both for and against, to the Time Trials Advisory Council. 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 email address tmetrials@scca.com

- Level 3 Passing Rules: The possibility of further differentiating Level 3 from Level 2 was discussed by the group. Many tracks support both Level 2 and Level 3 events. The suggestion was made that open passing could be allowed in Level 3 events due to the higher level of safety gear and car preparation that is required for Level 3 drivers and vehicles. This would allow Level 3 to be similar to a Club Racing qualifying session. The drivers in Level 3 would not be competing for the same position on the track; rather they would be working cooperatively with less passing restrictions in order to record the fastest lap times achievable for each driver. Passing with point by in predetermined passing zones in currently allowed in both Levels 2 and 3. The TTAC views this change as a logical progression to further bridge the gap for those who wish to participate in Club Racing events. Regions would still be able to limit passing at facilities that

would not be conducive to open passing through their supplemental regulations.

- **TTR: 11.1. PDX (LEVEL 1)**

At PDX (Level 1) events, any car that is street legal will NOT require a roll bar/roll cage, except for Convertibles and Targa* top automobiles. These cars must have either a roll bar meeting the requirements of this section of the TTR, a ~~non-mechanical~~ Factory roll bar/roll over protection (~~i.e. no pop-ups~~), or a factory hard top using the factory mounting hardware and mounting points.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Oct. 26, 2011

The Solo Events Board met by conference call October 26th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, and Brian Harmer of the National Staff; BOD member John Walsh. These minutes are presented in topical order rather than the order discussed.

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

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

SAFETY

- The following package of rule change proposals is being submitted by the SEB for member review and comment:
 - In 3.1, replace the second paragraph under "Rollover Potential Guidelines" with the following:

"One method of assessing rollover potential involves comparing the vehicle overall height (measured from the ground to its tallest point) with its average track (calculated by averaging front and rear track measurements as determined per 12.5). If the height is greater than the average track, the car is considered to have a high rollover potential. This method applies to the Stock, Street Touring, and Street Prepared categories, and is provided for Regional officials and Technical Inspectors to use in determining the acceptability of high-center-of-gravity vehicles as referred to elsewhere herein ."
 - Delete the fourth and fifth paragraphs under "Rollover Potential Guidelines" in 3.1.
 - Delete the chart in 3.1 which is labeled "Overall Height – Average Track Width Relationship"

GENERAL

- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- As previously noted in Fastrack, the proposed changes to Section 4.9 which have been published during 2011 have been tabled.

STOCK

- The following previously-published class listing change proposals have been tabled:
 - Mustang V6 2012, DS to FS (June 2011 Fastrack)
 - Nissan GTR Exclusion List to SS (June 2011 Fastrack)
 - Audi R8, Exclusion List to SS (August 2011 Fastrack,
 - Corvette ZR-1 C6, Exclusion List to SS (August 2011 Fastrack)
 - Porsche 996 Turbo, Exclusion List to SS (August 2011 Fastrack)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - Street tires (5991, 6072, 6210, 6235)

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - Focus Move to FSP (5038, 5149, 5152, 5154)
 - Impreza listings (5440)
 - SP re-organization (5275, 5360, 5361, 5406, 5423)
 - SP spoiler rule (5080)

STREET MODIFIED

- The SMAC and SEB are continuing to review the subject of cross-make engine swaps for possible 2013 implementation, in conjunction with minimum weight changes.
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
 - Class naming (#5202)
 - Cross-make engines (#5476)

PREPARED

- The previously-published proposed change (February 2011 Fastrack) to the Lotus Elise/Exige listing in FP has been tabled.
- The previously-published proposed change (July 2011 Fastrack) to the wing height allowances for XP has been tabled.
- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:

- Turbo restrictor comments (4699, 4700, 4704, 5547, 5581, 6161)
- 10" wheel comments (5001, 5094, 5099, 5428, 5469, 5470, 5495, 5916)
- GP Limited Prep comments (5879, 5880)

KART

- The KAC has provided the following rule change proposal for 2013, which is being published for member review and comment. It is suggested for Regional use, per Solo Rules 1.1, for 2012. (#4504)
- Add new subsection 19.1.D.3 as follows, and renumber D.3 to be D.4.

"3. 250 4-Stroke Engines: Engines must be mass-produced, single cylinder, motocross motorcycle 4-stroke engines up to 250cc displacement and of the current year's production or older. No prototype, preproduction, "works type motors," or road race engines are allowed. Engines may be liquid cooled. OE parts can be interchanged from any year model of the same brand name and similar model of motor (i.e., CRF to CRF, YZF to YZF, etc.), provided that these parts are normally commercially available over the counter in the USA to all competitors. Carbureted engines and fuel injection engines are both allowed.

- Carburetion/Fuel Injection: For the carburetor motors, only stock carburetor is allowed without modification other than jets and needle changes. For the fuel injection motors, no modification is allowed to the stock fuel injection system. Stock CDI must be used. Twin pump float less recirculation systems are allowed. Pumper type carburetors and axle/electric fuel pumps are not allowed. Must use pulse-driven fuel pumps for carbureted models; no changes to the fuel delivery system is allowed for the fuel injection models. Minimum weight for carbureted 250cc 4-stroke motor including driver is 420 lbs; and minimum weight for fuel injected 250cc 4-stroke motor including driver is 440 lbs.
- Internal modifications: No internal modification is allowed. (No over-bore, no porting, no stroke changes or lightening of flywheels as some of the examples) The engine has to remain 100% stock.
- External Modifications: All exterior engine components must remain stock. Kick starter assembly may be removed and plugged. The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick start boss must be obvious.
- Ignition: Only stock ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Exception: modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing. No programmable ignition is allowed.
- Exhaust Systems: Exhaust system is unrestricted but it must meet all sound restrictions per SCCA rules.
- Transmission: Cases and transmission gear ratios must be stock for engine used. Shifter mechanisms must be manually operated, no air or electric assisted shifters are allowed.
- Clutch: Must remain 100% stock. Slipper clutch is not allowed."

- The following rule change proposal, effective immediately upon publication, has been recommended by the KAC and approved by the SEB (#6180):

- Add a new subsection 19.2.G as follows:

"G. Any disciplinary action or protest needed to be taken against a Junior Driver and/or Kart will be addressed to the parent or legal guardian listed on the Minor Waiver of that Junior Driver.

Along with the above, Parent or Guardian is reminded of 9.1.F and 9.1.G. covering their own conduct."

NOT RECOMMENDED

- ST Porsche 914 classing (#4830): The STAC feels adding this car could upset the competitive balance of the class, and does not anticipate likely participation benefits which would justify the risk.'
- ST wheel widths (#5076) The STAC believes that additional changes beyond the significant ones which have just been completed are not desirable at this time.
- ST axle spacer (#5550) The STAC acknowledges that the particular subject car has this weakness, but believes that such characteristics are part of evaluating and choosing a competition platform. Not all cars will be able to take equal advantage of all possible allowances.
- ST, limited-slip allowance (#5552) The STAC believes the STR class is healthy as-is, and does not wish to make this change at this time.

TECH BULLETINS

1. Safety: The European ECE 22-05 helmet standard is not at this time approved to meet the requirements of 4.3.1. (#6221)
2. Stock: The listing for the Dodge Viper which is being moved from the Exclusion List into SS should read :

"Dodge Viper (2008-'10) (non-ACR)"

3. Street Touring: Per the STAC, the Cusco subframe connector for a Mitsubishi Evo is not compliant for STU under the provisions of sections 14.2.G, 14.2.H, or 12.18. It does not meet the definition of a Strut Bar, and does not comply with the requirements of the ST rules. (#4988)

4. Street Touring, Errors and Omissions: the first paragraph, which currently reads as shown below, should be deleted from 14.10:

"Engine and transmission must remain unmodified, including emissions equipment, except as noted below. All emissions monitoring system hardware and software must be operationally functional as originally intended by the manufacturer. Tampering with emissions system software and/or hardware to create or cloak non-compliance is not permitted. Some examples of emissions system tampering are O2 foolers, disabling or deactivating Check Engine Light (CEL) code indication, backdating ECU internals from OBD2 to OBD1, etc."

NOTE: this correction is contingent upon BOD approval of the SEB's proposed changes to Section 14, per the recommendations of the STAC. The content of this paragraph is in conflict with the rules proposals submitted to the BOD, as published in the November Fastrack.

5. Street Touring: Per the STAC, 14.10.D should read as follows:

"D. Exhaust manifolds and headers (including downpipes) may be replaced with alternate units."

NOTE: this clarification is contingent upon BOD approval of the SEB's proposed changes to Section 14, per the recommendations of the STAC.

6. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC:

VW Golf/Jetta 2.0T (2006-2011) DSP (#5918)

7. Street Prepared: The BMW Z3, Z4, and M Coupe/Roadster listings in BSP are clarified to read as follows:

BMW

Z3 all 6-cyl including M Coupe & Roadster

Z4 all non-turbo including M

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | November 9, 2011

The RallyCross Board (RXB) met via conference call November 9. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, Howard Duncan, Pego Mack and Brian Harmer from the National office, and Ron Foley of the Marketing and Communications Committee.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): An incident was reported in Colorado. The related incident report has been filed but not yet received by the Safety Committee.
2. RallyCross Rules Committee (Warren Elliott): The following two rules changes were voted on by the RXB for submission to the BOD for final approval:
 - Accommodate for the use of biodiesel and cleanup language:
6.2.C.9. Fuel may be any type of unleaded, E85, or diesel/~~biodiesel~~ fuel commonly available ~~at the pump~~.
PASSED. Unanimous.
 - Add wording to 5.3 (second paragraph) to include hay bales:
... Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, **hay bales** or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn. ...
PASSED. Unanimous.
3. National Championship Committee (Ken Cashion): Howard Duncan announced that the Tulsa site is available for the RallyCross National Championship for 2012 and 2013. The date for 2012 has not been confirmed but will be either the first or second weekend of October.
4. Divisional Steward Liaison (Stephen Hyatt): Bryan Tippens will resign as Rocky Mountain Divisional RallyCross Steward and is seeking a replacement. Scott Beliveau will step down as Chairman of the Divisional Stewards with Jerry Doctor replacing him in that position.
5. Forum Activity: Not much activity.

Old Business

1. Growth discussion:
 - a. Regional Program Development Assistance (Stephen Hyatt): The plan consists of the following:
 - RallyCross Site Acquisition packet – in the process of taking resources from NER and making it generic. This will include a landowners information document and guideline templates for the programs to use. To be presented to RXB by Dec call, with availability to membership at convention.
 - New participant school – accumulating info from region currently doing RX schools and creating a curriculum. Same timeline.
 - Travel assistance – a need to set up a way to support RXB members, National staff, and Divisional Stewards to travel to Divisional events and Regional meeting to promote and help start RX. The ability to get help in running new program's events has not been an issue but spreading the word about getting to the point of having the event has been.
 - Convention seminars – provides training and information.
 - Divisional Stewards – continue use of the stewards, giving them the support they request.
 - b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): The goal is make the rules process more transparent, include more member involvement and make the rules as clear and explicit as possible. The timeline changes for 2011 were positive in allowing more and earlier member input. Inclusion of the rules process and timeline at front of rulebook would be helpful.

- c. Marketing and Communications Plan (Ron Foley): Early National event scheduling would be helpful to event success. A survey is planned for RallyCross participants to better understand and serve those participants.
 - d. National Program Enhancements (Ken Cashion): Presented and discussed were several proposed changes to event supplemental rules and regulations, National Challenge events, the National Championship event, and the TripleCross Award.
2. Tom Nelson's position: Ron Foley was nominated as a new member of the RXB. Cashion/Blakely. Approved – all. Tom Nelson will remain on the RXB through 2011 at which time Ron Foley take his place on the RXB.
 3. Parade laps two-driver cars: Tabled.

New Business

1. TripleCross Award winners: Ken will research any qualifying winners and report back to the RXB. Note: Subsequent examination of event results showed no winners of the TripleCross Award for 2011.
2. Convention – Seminars/Awards: Preliminary work on seminars will occur through email in preparation for discussion at the December meeting. Division/Region/Dirty Cup award suggestion requests will be sent out to DRXS.
3. Committee composition for 2012: Other than Ron Foley replacing Tom Nelson on the RXB, no other changes will be made to the RXB or related committees.

Next meeting: December 7, 2011

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

2011 Runoffs home page: <http://www.scca.com/events/index.cfm?eid=3128>

SOLO

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

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

2011 Tire Rack SCCA Solo National Championships home page: <http://www.scca.com/events/index.cfm?eid=3022>

RALLY

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

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

SCCA NATIONAL CONVENTION

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

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