

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | Dec. 3-4, 2010

The SCCA Board of Directors met at the Topeka National Headquarters Dec. 3-4, 2010. Attending from the Board were Todd Butler, Phil Creighton, RJ Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Dick Patullo, John Sheridan, Chairman Jerry Wannarka and John Walsh. Participating staff included: Jeff Dahnert (President), Eric Prill (VP Marketing & Communications), Terry Ozment (VP Club Racing), Rick Ehret (VP Finance), Howard Duncan (VP Rally/Solo and Special Programs), Colan Arnold (VP Membership), Doug Gill (GM Technical Services), Pete Lyon (Risk Management) as well as Bob Dowie and Jim Wheeler (CRB).

Motion: Patullo/Lybarger -- Approve previous meeting minutes: Approved Unanimous

President's Report – Jeff Dahnert

GL and PA accident insurance in place for 2011. Alternate carrier found to cover SCCA Inc Staff for same employee coverage with no increase. Still working to finalize major sponsor for Super Tour (Supersweep/Nationals program). Expect to hear early next week and announce at PRI. PRI in Orlando next weekend, will have partnership meetings there between Inc/Pro and sponsors, manufacturers. Looking at extension for 2012 for National Convention in LV. Staff Biographies included in BoD agenda for new Directors. Austin F1 track discussion, good potential for SCCA involvement at event. BoD review/summary sheet on Director duties and responsibilities passed out to Directors.

Review Strategic Plan: Presented by Dahnert. Will be presented to membership at National Convention in Las Vegas.

Discussion around moving to 2-year renewals for membership and comp licenses. This idea has merit and is being looked into. BoD request update at National Convention.

Ready, Fire, Aim recommendations - Sheridan/Kephart

Motion: Sheridan/Kephart -- Summary: Change Operations manual and BoD Handbook to get motions, action items in 2-3 weeks ahead of time for Directors to have adequate time to review. Motion Withdrawn.

Finance Report – Rick Ehret

Finance close for October reviewed. Slightly below budget, variances are well understood, end of year forecast in alignment with our budget projections.

Budget and Finance Committee – Mike Lewis and Rick Ehret

Discussion of assumptions and forecasts baked into Plan 2011 budget. Discussion on insurance costs, costs per entry are +- same rate as historical past 5 years.

Vigorous discussion over insurance allocations and insurance recovery model.

Motion: Lewis/Creighton: To Accept 2011 Proposed Budget as presented to BoD. Motion Approved For: Merideth, Langlotz, Jones, Creighton, Lybarger, Kephart, Patullo, Lewis, Sheridan, Gordy, Wannarka, Noble. Against: Butler.

Investment Accounts: Lewis Reviewed investment accounts. Investment model guidelines last reviewed in 2003, need to update. Recommending change in investment advisors for better communications, input to Inc on investments and potential cost savings. Recommendations accepted by BoD.

Document retention summary: Review of SCCA records management and Document retention policy. Document types

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reviewed by program and retention times defined consistent with legal and regulatory requirements. Appropriate summaries to be included in BoD and Program Board Manuals.

Risk Management – Pete Lyon

NFPA and OSHA discussion. Noise regulation at tracks becoming an OSHA concern, primarily directed around workers. National Motorsports Council is monitoring and SCCA is watching closely. NFPA is fire/rescue guidelines that get adopted as civil codes and there is natural contention between motorsports sanctioning and safety organizations and potential expansion of local fire/rescue authority/regulation.

Appointments: Review of handbooks and charters for Inc resulted in flow chart for appointments presented in agenda, summary of appointments to use as a checklist for the BoD.

Insurance Committee report: review of insurance over 10 year history. Review of insurance losses and expectation set for 2011 premiums. Discussion over setting up insurance reserve fund to help cushion large spikes. General consensus this makes sense.

CRB 2011 Rules package – Bob Dowie and Jim Wheeler

Motion: Sheridan/Merideth to approve the CRB rules recommendations as noted. Details in Appendix.

- Updated MZR Engine in Sports 2000 Proposal approved pending CRB final specifications after on-track testing.
 - Approved: Unanimous
- Creation of Spec MX-5 as a regional class.
 - Approved: For: Merideth, Wannarka, Noble, Jones, Creighton, Butler, Patullo, Gordy, Sheridan. Against: Langlotz, Lewis, Lybarger
- Approved Unanimous except as noted below:
 - Item 2 Tech Glossary for Restrictor
 - FC Item 1
 - FF Item 1, 2: Kephart abstain
 - IT Item 1,2: Patullo abstain
 - ST Item 1,2,3,4
 - Production Item 1
 - AS Item 1,2,3,4: Sheridan abstain
 - CRB will re-write Item 2 to clarify
 - New Item 4 added
 - SS Item 1,2,3
 - Item 3 Not approved: For: Butler, Sheridan, Merideth. Against: Langlotz, Jones, Creighton, Lybarger, Kephart, Patullo, Lewis, Gordy, Noble, Wannarka
 - SM Item 1,2: Sheridan abstain
 - Sports Racing S2 Item 1
 - Item 2 is withdrawn
 - Touring Item 1 Wannarka abstain
 - T1 Item 1
 - T2 Item 1,2
 - T3 Item 1,2,3 Wannarka abstain
- Showroom Stock Eligibility: The CRB proposes that for 2012, the years of eligibility be reduced to 11, and in 2013, the years of eligibility be reduced to 10.

Motion: Sheridan/Merideth: Adopt proposed requirements changes to GCR to allow Concurrent National and Regional Races. Insert language at start of description for Rationals that all Rationals for 2011 must be approved by the BoD.
Approved: Unanimous

Colan Arnold: Video Conference Demo call. BoD has asked IT/Member Services to look in to alternative travel savings options.

Runoffs split schedule discussion – Dowie/Lewis. CRB has prepared several alternative schedules for discussion in

response to comments about the length of the overall Runoffs event. Multiple aspects to consider, social, workers, test days, there are Pros and Cons to any alternatives. CRB asked to look at how to potentially increase value (more track time) at event. No decision made.

Club Racing – Terry Ozment

Review of 2010 Club Racing program. 15 year olds in program resulted in 14 new drivers and no significant downside noted now that we know how to handle and treat like 16/17 year olds. High level update on commercial Drivers Schools and levels of recommendations for licenses they can issue.

Event Simplification Task Force update presented. Summary of best practices, customer service, specialty leadership. Discussion on Safety Stewards position being held by non-steward.

Runoffs financial recap presented.

Motion: Sheridan/Noble: To amend Ops manual change to provide for an alternative to the NA structure as recommended by Club Racing

Approved: Unanimous

Motion: Jones/Merideth to Approve the Tow Fund structure as proposed by Club racing for the 2011 Runoffs

Approved: Unanimous

Motion: Merideth/Lybarger: To create up to 3 TTAC annual awards for TTAC.

Approved: Unanimous

Motion: Langlotz/Jones: To Change Ops Manual, 5.6 Club Racing COA Ops wording to bring it in line with GCR.

Approved. For: Langlotz, Jones, Creighton, Lybarger, Butler, Kephart, Lewis, Sheridan, Gordy, Noble, Wannarka. Against: Merideth

Motion: Langlotz/Patullo - To Change GCR to match COA Ops manual

Approved. For: Langlotz, Jones, Creighton, Lybarger, Butler, Kephart, Lewis, Sheridan, Noble. Against: Gordy. Abstain Wannarka

Motion: Creighton/Jones: To approve Rationals as listed below. Approved: Unanimous

Sept. 3-4, Colorado Region, High Plains Raceway
May 27-30, Continental Divide Region, Pikes Peak
Aug. 6-7, Utah Region, Miller Motorsports Park
May 27-29, LOL Region, Brainerd
Feb. 5-6, Houston Region, MSR-Houston
April 30-May 1, Texas Region, Texas Motor Speedway
May 28-29, Lone Star Region, Texas World Speedway
Aug. 6-7, Houston Region, MSR-Houston
Feb. 27, Cal Club/San Diego Regions, Willow Springs
March 26-27, San Francisco Region, Thunderhill
May 6-8, Oregon Region, Portland
May 26-29, Northwest Region, Pacific Raceways
April 30-May 1, New England Region, NHIS
June 26, Florida Region, Palm Beach International

Planning Committee - Kephart: Planning Committee High-level report out: Planning Committee met for 2 days in Colorado with CRB between October and Dec BoD meetings. Good grounding between BoD and CRB. Good value in bringing in content experts to discussion. Working on ways to increase value to non-participant members (example organizations being groups like AMA, NRA). Need to work on retention rate, very high drop out rate (80%) in first 3 years. Leverage talents of the volunteers. Creighton brought up Tire-Rack like street survival skills schools. Partner with marque clubs, manufacturers, explore targeted marketing. Ideas on policy guidelines for events, different ways for BoD to communicate philosophy/policy to Stewards and CRB, how to enable/do things vs how not to do them. Need to broaden appeal. Planning Committee Top 5:

- Improve retention
- Encourage regions to have spectators
- Partner with marque clubs
- Target markets/diversity
- BoD provide policy/philosophy to CRB/Staff/Stewards

BoD wants to allow CRB to be able to spend more time planning vs just on rules, CRB has actually been able to start doing

that. Need to continue to simplify GCR.

Club Racing Roundtable discussion

What we are, What we are not, What fun means to us.

4 Market Segments: Virtual Racing, Competition Stock (safe track, cones like Marque clubs), Minimum prep, not equalized competition, but safe, Race cars, classic SCCA. Discussion of cars/classes from a conceptual view, Formula, Sports racers, Production Based and how the existing classes map to these categories.

Member Services – Colan Arnold

SCCA Member Survey result and survey of non-renewing members. Goals to understand competitors in market and to understand why people leave. Survey will be shared with Regions.

Convention update: registration is open ~100 people registered so far

BoD Convention schedule review – Thoennes. Dates are Feb 9-13

BoD meeting Wed.

New national registration systems update, MotorsportReg.Com selected. Use is optional.

Working on data collection system for what other registration systems need to provide and what kinds of results we need from AMB.

Solo/Rally Report – Howard Duncan

Rally: Rally America is running European style rally cross events with multiple cars running wheel to wheel on tarmac and unpaved surfaces in sprint Heats . SCCA is developing a cross promotional program with Rally America with the purpose of promoting SCCA RallyCross. SCCA is not operationally involved in the Euro style events .. Seminars geared towards how to increase Rally and Solo participation are being planned for the upcoming National Convention. There has been some growth in Rally participation, but the programs remain still slightly in the red financially.

Solo: Regional Solo participation is down 2% overall for the year, but National Solo participation is up about 7%. 2011 National Solo schedule looks strong, about 95% done. Conscious decision has been made to annually rotate Tire Rack National Solo events between regions in an area when possible. Experiment to run Solo, Pro Solo and Test and Tune in one weekend at Lincoln in the spring of 2011 is receiving very positive feedback.

SEB Rules Changes to Section 14 in the rules:

14.0 Other versions of ST concept

14.2.C Mudflaps, rear wing removal

14.2.F OEM spoilers splitters etc allowed.

MOTION Patullo/Lybarger. Approved Unanimous. (Detail in Appendix)

Marketing & Communications Report – Eric Prill

SportsCar survey results, high level responses. Most respondents still want hard copy but significant percentage would be interested in e-copy. Results will be analyzed and used in discussion with Haymarket

National Sponsorship Challenges: Need to resolve potential conflict issues between national sponsorships and regional sponsorships. Add to Rick Meyers RE questions for Convention session, to understand types of sponsorships and categories to help understand potential conflicts.

Steward's Conflict of Interest – Wannarka

Discussion over conflict of interest, actual and appearance when BoD members serve as Stewards. Wannarka proposed that BoD Handbook be modified to say BoD should not serve as Chair SOM or CS for an event (Regional or National), and Exec Stewards and Chair CoA should not serve as Chair SOM or CS for an event (Regional or National).

Liaison reports

Jones: CoA Report 32 actions including Runoffs.

Lybarger: SCCA Foundation. Working on raffle idea.

Jones: Enterprises. Economy not the best, customer service good, breaking even. No serious issues noted.

Creighton: RallyCross update.

Merideth: TTAC 3 annual awards approved. Definite regions where TTAC is running well, other areas need assistance.

Patullo: SEB Solo had a successful year. Implemented SEB version of CRB letter system. Job 1 for next year is new Chair. New Chair looking at relationship with Pro Solo.

Sheridan: CRB Starting to have (find) time for planning now vs just dealing with rules. Working on new blood in advisory committees. Participation in Planning Committee effort very positive.

Gordy: Stewards program developing a fastrack program for SITs.

Motion: Gordy/Sheridan: The Event Simplification Task force, under Specialty Support recommended that the Exec Stewards, once appointed by the BoD, report directly to the Chair of the Execs. Not Approved. For: Merideth, Sheridan. Against: Langlotz, Jones, Lybarger, Butler, Kephart, Patullo, Lewis, Gordy, Noble, Wannarka. Abstain Creighton.

Recess of 2010 BoD 14:45

Convene 2011 BoD 14:45

Election of officers for the 2011 Board

Motion: Gordy/Lybarger To appoint Wannarka as Chair and BoD appointments as noted: Approved Unanimous

BOD OFFICERS

Chairman: Jerry Wannarka

Vice Chairman: Lisa Noble

Secretary: Todd Butler

Assistant Secretary: NA

Treasurer: Michael Lewis

Assistant Treasurer: Marcus Merideth

5th Member Exec Committee: RJ Gordy

1st Alt Exec Committee: R. David Jones

2nd Alt Exec Committee: Phil Creighton

Program board appointments:

- Club Racing Board **MOTION** Creighton/Lybarger Approved Unanimous
- Exec Stewards **MOTION** Gordy/Jones Approved Unanimous
- Time Trials **MOTION** Merideth/Noble Approved Unanimous
- CoA **MOTION** Jones/Langlotz Approved All except Merideth: Against Merideth
- Solo Events Board **MOTION** Patullo/Lybarger Approved Unanimous
- Division Solo **MOTION** Merideth/Noble Approved Unanimous
- Solo Safety **MOTION** Merideth/Noble Approved Unanimous
- RoadRally Board **MOTION** Lewis/Lybarger Approved Unanimous
- Divisional Rally Board **MOTION** Patullo/Walsh Approved Unanimous
- RoadRally Rules Committee **MOTION** Noble/Gordy Approved Unanimous
- Divisional RallyCross Stewards **MOTION** Patullo/Kephart Approved Unanimous
- RallyCross Board **MOTION** Lewis/Lybarger Approved Unanimous

CLUB RACING BOARD

Operations Manual 5.2

Two to six members, plus the Chairman - appointed by the Board of Directors.

1 year term, no term limits; normally serve three to six years

2011 Approved
Bob Dowie (Chair)
Chris Albin
Fred Clark
Jim Drago
Dave Gomberg
Tom Start
Jim Wheeler

STEWARDS PROGRAM

Operations Manual 5.3 and 5.4.1

Chairman of the Stewards appointed by the BoD at Aug mtg with input from Club Racing senior exec; term begins 11/1

One Executive Steward per Division, selected by the Area Director(s) approved at Nov mtg
1 year term, no term limits; normally serve three to six years, term begins 1/1

Division	2011 APPROVED
Chairman	Dave Nokes
Central	Mike Engelke
Great Lakes	John Peterson
Midwest	Ken Patterson
Northern Pacific	Gary Meeker
Northeast	Earl Hurlbut
Rocky Mountain	Gloria Dickerson
Southeast	Bob Horansky
Southern Pacific	Barbara Knox
Southwest	Tom Brown

TIME TRIALS ADMINISTRATIVE COUNCIL

Operations Manual 5.7

Representative from each Division with an active TT program; approved at Dec bod mtg
1 year term, no term limits; Normally serve three to six years

Division	2011
Central	Tony Machi (co-chair)
Great Lakes	Jerry Cabe
Midwest	Chuck Deprow
Northern Pacific	Dave DeBorde
Northeast	Matt Rowe (co-chair)
Rocky Mountain	Josh Hadler
Southeast	Joe Olivera
Southern Pacific	Steve Staveley
Southwest	Dr. Kent Carter

COURT OF APPEALS

Operations Manual 5.6

Appointed by the Board of Directors; Chair of COA appointed by Chair of BoD
4 year term, no term limits
Secretary with non voting privileges may also be appointed

Position	2011
Chairman	Mike West
At Large	Jack Hanifan
At Large	Jack Marr
Alternate	Rick Mitchell
Alternate	Stephen Harris
Secretary	Sue Roethel

SOLO EVENTS BOARD

Operations Manual 6.2

Upto Seven members, including Chairman, appointed by the Board of Directors

Appointed annually; no more than 2 members from the same Division

Normally serve three-to-six years, but no more than six

2011
Steve Hudson, Chair
Dave Feighner
Dave Hardy
Richard Holden
Bryan Nemy
Mike Simanyi
Erik Strelnieks

DIVISIONAL SOLO STEWARDS

Operations Manual 6.3.1

Minimum one per Division, selected by Solo Events Board approved by the Board of Directors.

Position	2011
Southwest	Todd Farris
Southeast	Robert Lewis
Central	Sam Karp
Southern Pacific	Tom Berry
Northern Pacific	Keith Brown
Northeast	David Newman
Rocky Mountain	Lindsay Wilson
Midwest	Donna Hill
Great Lakes	Scott Hearne

SOLO SAFETY COMMITTEE

Operations Manual 6.3.2

Selected by Solo Events Board, approved by the Board of Directors

Position	2011
Southwest	John Lieberman
Southeast	
Central	Arouch Poonsapaya
Southern Pacific	Brian Robertson
Northern Pacific	
Northeast	Kathy Barnes, chair
Rocky Mountain	Cal Craner
Midwest	Jan Rick
Northeast	Bruce Bellom

ROADRALLY BOARD

Operations Manual 7.2

Two - six members plus Chairperson, appointed by the Board of Directors at Dec mtg

Position	2011
Chairman	James Wakemen Jr (2008)
	Lois Van Vleet (2006)
	Jeanne English (2008)
	Sasha Lanz (2009)
	Eva Ames (2010)
	Mark Johnson (2010)

DIVISIONAL ROADRALLY STEWARDS

Operations Manual 7.2.2

One per division, appointed by the RoadRally Board and approved by the Board of Directors at Dec mtg.

Position	2011
Southeast	Bob Ricker (2002)
Southern Pacific	Larry Scholnick
Great Lakes	Mike Bennett (2006)
Central	Mike Thompson (2006)
Northeast	Steve McKelvie (2011)
Midwest	Rich Bireta (2008)
Rocky Mountain	TBA
Northern Pacific	Monte Saager (2008)
Southwest	Sasha Lanz (2001)

ROADRALLY RULES COMMITTEE

RoadRally Rules Section 1.2.D; defer to RRB

Position	2011
Chairman	Jeanne English
	Mike Thompson
	Jim Friedman
	W. David Teter
	Dave Kolb

DIVISIONAL RALLYCROSS STEWARDS

Operations Manual 7.3.1

One per division, appointed by the RallyCross Board and approved by the Board of Directors.

Position	2011
Southwest	Richard Miller (2007)
Great Lakes	Z.B. Lorenc (2008)
Central	Brent Carlson (2008)
Midwest	Jerry Doctor (2007)
Northeast	Scott Beliveau (2003)
Northern Pacific	Paul Eklund (2010)
Rocky Mountain	Brian Tippens (2011)
Southeast	Charles Wright (2009)
Southern Pacific	Jayson Woodruff (2007)

RALLYCROSS BOARD

Operations Manual 7.3

Two to six members plus Chairperson, appointed by the Board of Directors at Dec mtg.

Position	2011
Chairman	Ken Cashion (2010), CHAIR
	Tom Nelson (2006)
	Brent Blakely (2009)
	Karl Sealander (2009)
	Warren Elliott (2010)
	Stephen Hyatt (2010)
	Bob Ricker (2009)

MOTION: Gordy/Merideth Approve 2011 BoD positions as noted. Approved Unanimous

- Subsidiary Board appointments
- Board Committee assignments

LIAISONS

Solo Event Board: Jones/Walsh
Club Racing Board: Merideth/Patullo
Road Rally Board: Kephart/Lybarger
RallyCross Board: Butler/Creighton
Enterprises Board: R. David Jones
Insurance Committee: NA
Stewards: Gordy/Merideth
Court of Appeals: Gordy/Langlotz
SCCA Foundation: Butler
TTAC: Creighton/Lybarger
Regional Executive and Operations: Langlotz/Walsh
SCCA Pro Racing: RJ Gordy

BoD COMMITTEES

Budget and Finance: Michael Lewis, Chair

Bill Kephart
Marcus Merideth
Phil Creighton
RJ Gordy

Compensation: Lisa Noble, Chair

R. David Jones
John Walsh
Phil Creighton
Michael Lewis

Director Dujour: John Walsh

Planning : Bill Kephart, Chair

Lisa Noble
Marcus Merideth
Dick Patullo
RJ Gordy
Michael Lewis

Race Track: Dick Patullo, Chair

Bill Kephart
Robin Langlotz
Bob Lybarger
Todd Butler

SCCA SUBSIDIARY BOARDS

SCCA Foundation Board of Directors: Jim Turley, Chair

Raleigh Boreen
Bev Heilicher
Dennis Dean
H.Duncan, Liaison

SCCA Enterprises Board of Directors: Andy Porterfield, Chair

Chris Funk
Gary Pitts

SCCA Pro Racing Board of Directors: Tom Campbell, Chair

Cary Agajanian
Elliot Kaplan
Michael Lewis
Phil Creighton
Jay Signore
Brett Fisher

The SCCA BoD wishes to express thanks to the 2010 outgoing National Administrators:

Chief Driving Instructors – Ed Zebrowski
Driver Licensing Reps – Guy Ruse
Emergency Services – Leo Baker
Flagging and Communications – Ann Hefty
Grid/Pits – Gayle Lorenz
Medical – Dr. Jim Butler
Race Administration – Marina Kraft
Registration – Wanda Cecil
Sound – Wayne Briggs
Starters – Larry Kurkowski
Timing and Scoring – Carla Heath

The SCCA BoD wishes to express thanks to John Sheridan, outgoing Area 10 Director and welcome to John Walsh, incoming Area 10 Director.

2011 schedule of meetings

- Feb 9-13 At Convention
- June 10-12
- August 15 Conference call
- October 21-23
- December 2-4

Appendix: Motions

Motion: Patullo/Lybarger to approve SEB Rules Changes as Proposed. Approved Unanimous.

Effective January, 2011.

Change the third paragraph of 14.0 to read as follows:

Under the provisions of Section 1.1 of these rules, Regions are free to allow any other version of the ST concept which meets their local needs. *In particular, some tolerance in the area of bodywork allowances (e.g. wings/spoilers beyond those allowed in 14.2.F) is encouraged at this level.*

Modify 14.2.C to read as follows:

C. Factory rub strips, emblems, mud flaps, *bolt on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal)* may be removed. *Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.*

Replace 14.2.F with the following:

14.2.F Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and nonfunctional scoops/vents is allowed provided that either:

- 1) it is a production part which is standard or optional equipment of a US model of the vehicle*
 - 2) it is listed in the vehicle manufacturer's accessory catalog for that vehicle, for normal highway use*
- Parts must be installed as directed by the manufacturer.*

Exact replicas (including weight) from alternate sources are also permitted.

“Ready, Fire, Aim” Motion by Bill Kephart and John Sheridan

Motion to amend the appropriate sections of the *Board of Director's Handbook* (Meeting Conduct, section 6, p. 13) and the *Club's Operations Manual* (section 2.2.7 Policy /Rule Changes) to incorporate the following language.

1. All motions regarding policy, finances, rules changes or personnel matters must be presented in writing to the Vice Chair of the Board, three weeks in advance of the Board's face to face meeting. The motion must be communicated to the Board at least two weeks in advance of the face to face meeting.
2. In the event that the above conditions are not met, the motion may be discussed but will not be voted upon at the Board's face to face meeting. A conference call will be scheduled by the Board to discuss and vote upon the proposed motion within seven business days of the conclusion of the face to face meeting.
3. The Chairman of the Board of Directors may waive the above requirements at his or her discretion.

Discussion – As important as the items are that the Board routinely addresses, very few are so time sensitive or critical in nature that they can't be postponed until everyone has had the opportunity to fully consider all the impacts and consequences of a proposed motion.

Disposition: Withdrawn after extensive discussion raising awareness of BoD to these issues.

Motion: Sheridan/Merideth to approve the CRB rules recommendations as noted.

- Updated MZR Engine in Sports 2000 Proposal approved pending CRB final specifications after on-track testing.
 - Approved: Unanimous
- Creation of Spec MX-5 as a regional class.
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Approved: Unanimous

Updated MZR Engine in Sports 2000 Proposal (Includes revisions made in recommended rule and minor edits)

The CRB has received a proposal to allow the Mazda MZR 2 liter engine as an alternate to the currently approved Ford Pinto in Sports 2000. The rules changes below would be used to implement this proposal.

In 9.1.9.B.1, add the following at the end of the first sentence: *“ as defined in 9.1.9.B.5 , or the Mazda MZR 2.0 liter as defined in 9.1.9.B.6.”*

In 9.1.9.B.5, change the beginning to:

B.5. Engine (Ford Pinto)
The only A permitted engine...”

Add a new section to 9.1.9.B.6 as follows, and renumber succeeding sections.

B.6. Engine (Mazda MZR)

An alternate permitted engine is the Mazda MZR 2.0L dual overhead camshaft engine, which must conform to the following specifications and may be modified only as explicitly allowed. If these specifications do not explicitly allow a modification, then it may not be done. The philosophy of the MZR engine in Sports 2000 is to allow limited engine rebuilds but no performance modifications to the engine. Overhaul procedures that in the slightest way would increase performance are not permitted (e.g., porting, polishing, coating). Blueprinting, lightening, and balancing are inconsistent with the philosophy of this formula and are not allowed. Where Mazda part numbers are specified, normal industry part number supersession is expected and the superseding part numbers are automatically included.

a. All surfaces on the head, block, connecting rods, pistons, and crankshaft must remain as manufactured by

Mazda and may not be altered in any way. The original casting marks and cast surfaces must remain as-cast and also meet all of the Mazda design values and tolerances stated in the Mazda factory manual or delineated in these specifications. The block may not be decked. The minimum block deck height is [TBD]. Only Mazda MZR engine blocks with serial numbers LFE2-10-300E ('05-'08) or LF9G-10-300 ('09) are permitted. The maximum compression ratio is 10.8:1, the required standard bore is from 3.445 inches to 3.448 inches, and the required stroke is 3.272 inches. The maximum bore dimension of 3.448 inches is intended to allow for cylinder wear only. It is not permitted to machine to this dimension. The bore measurement will be taken 1.650 inches below the block deck where the bore is untouched by the piston ring.

- b. Pistons, crankshaft, and connecting rods may be replaced only with standard, original Mazda production parts. The connecting rods may not be bored or remanufactured in any way. Standard oversize and undersize main or connecting rod bearings are permitted. Reduction of the width of the standard bearings is not permitted. Replacement main bearings must be standard Mazda or Cosworth KK3481. Replacement connecting rod bearings must be standard Mazda or Cosworth KK3483.
- c. Only original Mazda replacement piston rings may be used. The ring end gaps may not be altered and must remain as manufactured by Mazda. All of the rings must be installed, including the complete oil scraper assembly. The piston bore may be honed solely to allow piston ring seating. The first and second compression rings must be installed in the positions designated by Mazda.
- d. The cylinder head may not be ported, polished, or machined. The minimum head height is [TBD]. A standard three-angle "production" valve job is required, and the only allowed angles are those defined in the Mazda factory manual. The intake valve seat angles must be 35°, 45°, and 70°; the 45° seat must be a minimum of 0.048 inches wide. The exhaust valve seat angles must be 30°, 45°, and 65°; the 45° seat must be a minimum of 0.048 inches wide. The camshafts, valves, springs, retainers, and shim/bucket combinations must be original Mazda parts and not modified in any way. The camshafts must remain as ground by Mazda; no polishing is permitted. Valve seats may not be replaced. Only the Mazda L3G2-10-271A ('05-'08) or LF9G-10-090a ('09) cylinder heads are allowed. Only the Mazda L3E3-12-420 intake and L309-12-441A exhaust camshafts are allowed. The original, unmodified Mazda camshaft sprockets and crankshaft timing pulley must be used. Camshaft timing must remain stock and must be set per the procedure outlined in the Mazda factory manual. Modifications to the variable valve timing mechanisms are prohibited.
- e. Flywheel: The minimum weight is 8 pounds. Any weight removed from the flywheel must come from the clutch plate surface. Only the Mazda LFG2-11-500 ('05-'08), Mazda LF9G-11-500 ('09), Quartermaster 505307, or Cosworth 20001019 flywheels may be used.
- f. Any dual plate 5.5 inch or single plate 7.25 inch diameter, non-carbon fiber clutch is permitted, provided no modification is made to the flywheel other than changing the clutch's points of attachment to the flywheel. The original, unmodified Mazda clutch assembly may be used.
- g. The Life Racing F42R ECU and engine wiring harness must be used; the current specification map is required. Failure to use the current map will result in an automatic penalty of 1 year suspension from SCCA Club Racing. The map is available on the SCCA web site. Ignition coils must be standard Mazda. Spark plugs are unrestricted.
- h. The Jenvey SCCA-S2 intake kit including intake manifold, o-rings, throttle bodies, throttle position sensor, air horns, and fuel rail must be used with no modifications of any kind. Fuel injectors must be Bosch 0 280 155 868. The provided, continuous o-rings must be fitted to each intake runner groove between the intake manifold and cylinder head to ensure that no air bypasses the o-ring seal. Intake air filters are unrestricted.
- i. Intake restrictor: 1.205 inch diameter restrictor plate per intake port. The restrictor plates must be obtained from Quicksilver RacEngines or Elite Engines. The restrictor plates must not be modified in any way.
- j. The exhaust system manifold tubing inside dimension must be 1.625 inches, and the manifold tubes must be a minimum of 24 inches in length, terminating into a single exhaust pipe through a 4-into-1 collector. The collector angles must be 15 degrees (30 degree included angle), with an exit diameter of 2.250 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4-into-2-into-1 exhaust collectors and reduced diameter venturi sections are prohibited.
- k. Engines will be mounted upright and aligned fore and aft in the chassis.
- l. The addition of material by any means to any component is prohibited.
- m. Non-standard cam / valve covers are permitted provided they in no way improve the performance of the engine.
- n. Three-stage dry sumps having no more than two scavenge stages are permitted. Localized machining of the engine block is permitted to allow fitment of the oil pump. An engine block breather cover may be fitted. The lubrication system is otherwise unrestricted.
- o. Oil coolers are unrestricted.
- p. A liquid cooling system is required; radiators and water pumps are unrestricted. The cylinder head water outlet housing may be modified or replaced to facilitate the routing of coolant lines.
- q. Fuel pumps are unrestricted.
- r. Gaskets and seals are unrestricted, except cylinder head gasket, Mazda part L3G2-10-271A must be used.
- s. Pump, fan, and generator drive pulleys are unrestricted.
- t. Generators are unrestricted.
- u. The use of non-standard replacement fasteners (nuts, bolts, screws, studs, and washers) which are not connected

with or do not support the intake manifold or any moving parts of the engine are permitted.

In 9.1.9.B.11, modify selected subsections as follows:

B. 4412. Transmission

- a. The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than ~~four~~ **five** forward gears. *Five forward gears are permitted with a 25 lb. weight penalty.* The ratios are unrestricted.
- d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and ~~lock~~ **locking/locked** differentials are prohibited. Excessive shimming of the differential is prohibited.
- e. The use of automatic ~~and/or sequentially shifted~~ **shifting** gearboxes is prohibited. *Sequentially shifted gearboxes are permitted.*
- f. ~~Electronically assisted gear change mechanisms and electronically controlled differentials are prohibited.~~ *Electro-mechanical, electronic, hydraulic, pneumatic and or similarly operated gear change mechanisms and differentials are not permitted. Gear changes must be made through direct mechanical linkage (e.g., by rod or cable). Devices that in any way automate engine speed matching, interrupt ignition and/or interrupt fuel for the purpose of assisting a gear change are not permitted.*

In 9.1.9.B.14, modify as follows:

B. 4415. Weight

1310 lbs., minimum, Pinto w/iron cylinder head and standard camshaft.

1335 lbs., minimum, Pinto with Fast Forward aluminum cylinder head and standard camshaft.

1335 lbs., minimum, Pinto with iron cylinder head and FC2000 alternate camshaft.

1335 lbs., minimum, Mazda MZR.

CRB Rules Changes Recommended:

The Fastrack month of publication is shown after each item.

Unless otherwise indicated, the effective date of each item is 1/1/11.

GCR

ITEM 1. (DECEMBER)

The CRB recommends the creation of Spec MX-5 as a regional class.

In 9.1, add a new section 9.1.11 as follows:

9.1.11. SPEC MX-5 CLASS

Spec MX-5 (SM5) (Regional Class)

9.1.11 continues in the Spec MX-5 Class Rules.

Add a new specification section 9.1.11 as follows:

9.1.11 Spec MX-5

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

A. PURPOSE AND INTENT

The purpose of Spec MX-5 is to provide an opportunity to compete in similarly prepared low cost cars with limited modifications. The cars are a Club Racing version of SCCA Pro MX-5 Cup Car.

Only the US version of the 2006-2011 Mazda MX-5 is eligible to compete in Spec MX-5. Unless a particular modification or part is approved in these specifications, the vehicle and all of its parts and assemblies shall be stock including the sport package and suspension kit.

It is intended that the cars competing in Spec MX-5 be very similar in appearance and performance. Therefore, if an alternate part or modification is specified, it shall be used by all cars unless the OEM part is specifically allowed:

No modifications or alterations from the original "as delivered" vehicle configuration are permitted except those required in these specifications and in section 9.

No permitted component or modification shall additionally perform a non-permitted function. Replacement parts required to meet stock OEM specifications may be purchased from alternate standard outlets such as parts stores provided they are the exact equivalent of the stock OEM part.

B. AUTHORIZED MODIFICATIONS

1. Chassis

- a. *The outer edges of the dashboard, outside of the dash vents, may be trimmed the minimum amount required to install the roll cage A-pillar down tubes.*
- b. *The only allowable tow device for the front and rear of the car is a flexible tow strap. The preferred method of attaching each strap is looping it through the tow eye hole and the bumper brace in a choker hitch.*
- c. *There shall be an arrow that contrasts strongly with the vehicle paint scheme pointing to each tow eye/strap.*
- d. *The 3-piece front strut tower brace (p/ns: NE57-56-48X, NE57-56-48ZA, and NE57-56-49X) that comes with the sport package shall be used. The strut brace mounts may have a hole drilled in them to allow easier access to*

- adjusters for the front shocks.
- e. The driver's side inner door structural panel may be removed to fit the cage, but the stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified.
 - f. Any steering wheel except wood rimmed types may be used.
 - g. A dead pedal/foot rest and heel stop may be added. Foot pedals may be modified to improve driver comfort.
 - h. The heater system and air conditioning equipment located in the engine compartment may be removed, but the equipment located in the cockpit shall remain intact.
2. Cockpit
 - a. A bulkhead panel shall be installed in the trunk to cover the flexible portions of the fuel lines, particularly at the point where they may be rubbed by the cockpit/trunk close-out panel. The material may be metal or composite, but must be rigid.
 - b. All interior trim components shall be removed, including the front passenger seat, carpet, sun visors, seat belts, etc., but not the dashboard and its attaching hardware and brackets. The lower portion of the door panels shall be removed. The top portion of the door panels containing the door latch release handle shall remain intact. The door window glass and window operating mechanisms shall be removed.
 - c. Electronic items, such as the radio equipment and air bags, shall be removed. The radio face may be left in place or a replacement trim piece may be used if the radio face is removed. If the radio face plate is left installed, it must be unplugged from the vehicle wiring harness.
 - d. Any removable equipment, such as spare tires, tools and bins, shall be removed along with any attaching hardware, brackets and covers.
 - e. MAZDASPEED interior trim kit (p/n: 0000-07-5500-KT) shall be used in its entirety. The trunk close-out panel must be mounted up under the edge of the body to avoid having the trunk close-out panel rub on fuel hoses in the trunk.
 3. Body
 - a. Interior and exterior door handles are required to remain operable.
 - b. Door locks must be disabled.
 - c. All three of the brake lights shall be in working order.
 - d. The headlights and tail lights shall remain in working order.
 - e. The 2 OE external mirrors for the correct vehicle make and model (left and right) are required. They must be mounted in stock location and must be positioned so that the driver can see objects along both sides of the vehicle. The OE interior rearview mirror or an aftermarket rearview mirror shall be used.
 - f. 2006-2008 SPEC MX-5 cars may be fitted with 2009-2010 bodywork.
 - g. MAZDASPEED trunk lip spoiler (p/n: NF51-V4-920G-xx) shall be used.
 - h. Windshield clips are permitted and recommended. The MAZDASPEED Lexan windshield (P/N 0000-07-5101-LX) may be used in place of the stock windshield. The front quarter-windows on the doors may be removed.
 - i. The inner hood insulation liner may be removed.
 - j. Hood pins are permitted. If hood pins are fitted, the OE latch may be removed.
 - k. Auxiliary screen material may be used behind the OE grille piece.
 - l. Left and right inner fender liners must remain intact. Inner fender liners may be riveted in place and a small portion of the liners may be trimmed away where the tire makes contact with the inner fender liners. Left and right front fender liners may be removed only if the large excess holes are closed off using .040" - .060" aluminum and securely fastened into place using rivets.
 - m. Front and rear fender lips may be rolled to prevent tire damage.
 - n. The OE driving lights may be removed. The resultant openings may be used to direct air to the front brakes.
 - o. Side marker lenses may be substituted with a more durable material as long as they retain their original shape and color.
 - p. SPEC MX-5 cars may run the factory optional removable hardtop. The factory latches must be removed and replaced with positive fasteners.
 4. Tires
 - a. Dry tires must be any DOT P225/45ZR17.
 - b. Wet tires must be any DOT 225/45ZR17.
 5. Weight
 - a. Minimum weight is 2600 lbs.
 - b. Ballast is permitted to be used to achieve the minimum weight for a vehicle. Ballast may be mounted anywhere in/on the car provided that it does not perform a non-approved function. All ballast shall be mounted in such a way that tools are required to remove it. Holes may be drilled in the chassis and the chassis may be reinforced in order to safely secure ballast provided that the reinforcement does not perform a non-approved function. Grade 5 bolts, or better, and load-spreading washers shall be used to mount ballast when necessary.
 6. Engine
 - a. Engines must be ordered through MAZDASPEED. Competitor rebuilt engines are prohibited. Sealed engines may be returned to Comptech for service and resealing. Engines returned to Comptech unsealed will be refused.
 - b. The crankshaft position sensor and crankshaft pulley relationship must be as specified in the 2006-2011 MX-5 Factory service manual, CRANKSHAFT POSITION (CKP) SENSOR INSPECTION [LF] Pg. 01-40-34.
 - c. MAZDASPEED cold air intake system (p/n: 0000-06-5203-KT) is required.
 - d. MAZDASPEED exhaust system (p/n: 0000-06-5450-KT) is required.
 - e. A fuel test port must be installed between the rigid fuel supply line and the fuel rail per 9.3.
 - f. A turn at the end of the exhaust pipe may be used to help disperse/direct noise in order to meet specified decibel limit in all conditions.
 - g. OEM exhaust system heat shields may be removed. Exhaust headers and exhaust systems may be wrapped, coated or both.

- h. The oxygen sensor may be reinstalled in the competition exhaust system. The sensor shall be placed in the exhaust system within reach of the OE electrical connection for the oxygen sensor.
 - i. An engine to fender brace may be used if mounted in such a way that it does not foul brake lines, fuel lines, or other systems that would interfere with the safe operation of the vehicle under race conditions.
 - j. Spark plugs are unrestricted.
7. Engine Control Unit (ECU)
- a. The stock/unmodified ECU shall be used. [Note: possibility of a sealed unit from SCCA Pro.]
 - b. Instrument clusters shall be unmodified OE parts.
8. Drivetrain
- a. The stock 2006-2011 6-speed gearbox, internal parts and ratios shall be used by all cars. MAZDASPEED 3-4 shift fork (P/N 0000-02-5701) is permitted.
- Gear Ratios:
1st - 3.82; 2nd - 2.26; 3rd - 1.64; 4th - 1.18; 5th - 1.00; 6th - 0.83
- b. The OE open differential or OE limited slip differential may be used.
Final Drive Ratio: 4.10:1
 - c. No treating, polishing or coating of transmission, differential or axle components is permitted.
 - d. The clutch disc and pressure plate must be bolted directly to an unmodified stock flywheel. Permitted clutch components are as follows:

Part	Applicable Part Numbers
Clutch Disc	Mazda LF04-16-460B
	MAZDASPEED 0000-02-5415-AC
	MAZDASPEED 0000-02-5416-AC
Pressure Plate	Mazda LF04-16-410A
	MAZDASPEED 0000-02-5405-AC

Part	Diameter (in.)	Minimum Weight (lbs.)
Clutch disc	8.5	1.7
Pressure Plate	9.875	9.4
Flywheel	11.0	16.0
	9.375 (machined surface)	

9. Suspension and Steering
- a. Steering lock mechanisms shall be removed.
 - b. All cars must use the MAZDASPEED SPEC MX-5 coil over kit. Kits must be used in their entirety with no parts substituted or omitted. The following is a breakdown of components supplied in the kit:

SPEC MX-5 Kit

Part	Location	Part Number	Notes
Shocks	Front	F4-BE5-D175-HO	Bilstein Sealed Shock
	Rear	F4-BE5-D174-HO	Bilstein Sealed Shock
Springs	Front	Eibach #TBD	400 lb/in
	Rear	Eibach #TBD	350 lb/in
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	

- c. Bump stops may not be modified as supplied in the kit
- d. The anti-roll bar end links shall be used as provided. However, the anti-roll bar end links may be connected or disconnected as the driver sees fit.
- e. Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified factory adjustments.
- f. There is no minimum ride height.
- g. The rear shock towers supplied with the MAZDASPEED suspension kit may be reinforced through the addition of material to it, and welding of, the shock towers. Any reinforcement shall not connect the shock tower to more area of the chassis than the unreinforced shock tower contacts.
- h. Hardware items (e.g. nuts, bolts) may be replaced by similar items performing the same fastening function(s).
- i. RX8 front hubs may be substituted in place of the O.E. hubs. To complete the conversion, the following parts may be purchased from MAZDASPEED: Front Hub #F151-33-04X or #F189-33-04X, ABS Adaptor #0000-03-5901, special installation tool# 0000-03-5902. An "L" shaped retainer is allowed for the ABS adaptor housing provided it serves no other purpose.

10. Brakes
- a. Stock Brake Rotor Specification

Location	Diameter	Thickness	Notes
Front	290mm (11.4 in.)	23mm (0.9 in.)	Vented
Rear	280mm (11.0 in.)	11mm (0.4 in.)	Solid

b.

Backing plates and dirt shields may be ventilated or removed.

c. *Brake lines may be replaced with steel lines or Teflon lined metal braided hose.*

d. *Any brake pad that fits the stock, unmodified caliper may be used. Brake pad friction material is free but must retain stock size and shape.*

e. *MAZDASPEED brake duct kit (p/n: 0000-03-5301) is permitted. The inner fender panels may be modified to fit the brake kit to the driving light openings.*

11. Wheels

a. *All wheels shall be one of the three OE Mazda MX-5 17"x7" wheels.*

Style 1: (p/n: 9965-38-7070)

Style 2: (p/n: 9965-36-7070)

Style 3: (p/n: 9965-45-7070)

b. *Aftermarket wheel studs and lug nuts are permitted. Wheel spacers are not permitted.*

12. Cooling System

a. *The alternate radiator (p/n: 0000-01-5550) from MAZDASPEED is permitted.*

b. *Thermostats may be modified, removed or replaced.*

c. *A bleeder screw may be added to heater hose tube.*

d. *MAZDASPEED oil cooler (p/n: 0000-01-5100-KT) may be installed.*

e. *The gap between the top and sides of the radiator and the core support may be sealed with tape, silicon, foam, etc.*

13. Data Acquisition

Vehicles may be equipped with additional data acquisition systems consisting of a data logger, sensors and required wiring. The data acquisition system may perform no other function.

14. Electrical

a. *Batteries may be replaced with those of an alternate manufacturer provided they are of similar amp-hour capacity, size and weight and are fitted in the standard location. Additional battery hold-down devices may be used and are recommended. The positive battery terminal shall be insulated to prevent sparking.*

b. *With the exception of the wiring needed to install the safety equipment, to operate any data system, to preserve power to the PCM or to repair accident damage, there shall be no additional non-OE wiring, connections, etc. to any wiring harness or component of the car.*

15. Fuel Tank

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

ITEM 2. (DECEMBER)

Insert new item in Appendix F – Technical Glossary as follows:

Flat Plate Intake Restrictor – *a metal plate through which all engine combustion chamber air (and possibly fuel) must pass. Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements (more than one plate may be required in some applications; each shall meet the requirements):*

- *The restrictor shall be made from flat steel or aluminum sheet at least 0.060 inches thick.*
- *The hole through which all air to the engine must pass shall be round, centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached; no radiusing, chamfering or beveling of the hole is permitted.*
- *The restrictor plate must be located between the throttle body or carburetor and the engine within 4 inches of the centerline of the carburetor or fuel injection butterfly.*
- *A steel or aluminum spacer no more than 0.25 inch thick may be placed between the throttle body or carburetor and the restrictor to allow for clearance of the butterfly. The hole must be the same shape and size as the throttle body or carburetor flange; no radiusing, chamfering or beveling of the hole is permitted.*
- *The restrictor plate shall be mounted on the bolts or studs used to locate the throttle body or carburetor. There shall be no movement of the restrictor plate possible when mounted.*

Formula

FC

Item 1. (December)

Based on BoD concerns, this recommendation is amended as follows and is resubmitted for approval:

Replace 9.1.1.B.6 with:

"Unrestricted, except:

- a. *Maximum of 2 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. *Brake rotors are restricted to ferrous material."*

FF

Item 1. (December)

Based on BoD concerns, this recommendation is amended as follows and is resubmitted for approval:

Replace the first paragraph of 9.1.1.D.10 with:

“Unrestricted, except:

- a. Maximum of 2 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. Brake rotors are restricted to ferrous material.”*

Item 2. (December)

The fuel rail and fuel pressure valve are among the parts supplied by HPD in the FIT engine kit (they are not stock FIT parts). HPD has advised that in some cases the valve does not work in the fuel cell where it was engineered to go. They suggest allowing alternate (unspecified) fuel pressure valves that will work outside the cell, but with the supplied rail still required.

Modify 9.1.1.D.3.k.4 as follows:

4. The fuel rail and fuel pressure relief valve must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01). *The fuel pressure regulator may be the unit supplied by HPD or any alternate as long as the fuel pressure regulator serves no additional purpose.* Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).

Grand Touring

None.

Improved Touring

Item 1. (November)

Reclassify the 1993 Honda Civic Del Sol S from ITA to ITB. Change weight to 2345 and extend model years to include '93-'95. This matches the Civic with the same engine that was reclassified last year.

Item 2. (December)

In 9.1.3.D.1.m, add at the end: *“Cars originally equipped with hydraulically-actuated clutches may replace the clutch hydraulic lines with steel lines or Teflon-lined metal braided hose.”*

Super Touring

Item 1. (December)

In 9.1.4.3.C.3, add at end: *“Any final drive ratio is allowed.”*

In 9.1.4.D.1.a - STL, change “splitter” to “splitter/spoiler”

Item 2. (December)

In 9.1.4.C.3, add new sections:

- “4. Any final drive ratio is permitted provided it fits the differential/transaxle housing without modification to the housing.”*
- “5. Any limited-slip or locking differential is permitted.”*

Item 3. (December)

In 9.1.4.3.D, insert a new subsection 2 and renumber subsequent subsections:

- “2. For double wishbone suspension, camber adjustment devices (plates/shims/eccentric, etc.) are unrestricted, but are limited to one per wheel. Front and rear upper control arms may be modified or replaced with items that allow camber and/or caster adjustment only. The OEM rear toe adjustment arm may be replaced with any substitute.”*

Item 4. (December)

Replace 9.1.4.3.B.1 with the following:

Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars and engines as follows:

The following vehicles in their entirety are ineligible for STL:

Honda S2000, Acura Type R, Lotus Elise/Exige

The engines from the following cars are ineligible for STL:

Honda S2000, Acura Type R

In 9.1.4.3.B.1, add *“Turbocharged cars are not permitted in STL.”*

Production

Item 1. (December)

In the November Fastrack, Suggested Rules Changes, delete EP/FP item 1 (superseded below).

In 9.1.5, change the maximum wheel size for the following cars because 14 inch racing tires are not available:

EP/FP: Elva Courier Mk I, II, & III 1622 & 1798 - ~~44 x 6 (1622) 15 x 7 MkIII 1798~~ - **15 x 7**

EP: Pontiac Fiero GT & Formula (85-88) - ~~44 x 7~~ - **15 x 7**

EP: Toyota Celica II 2.4L (81-82) (excl. conv.) - ~~44 x 7~~ - **15 x 7**

FP: Mazda GLC /323 (86-88) - ~~44 x 7~~ - **15 x 7**

HP: Volkswagen Rabbit 1715 (81-84) (excl. conv.) - ~~44 x 7~~ - **15 x 7**

HP: Volkswagen Scirocco 1715 (81-84) - ~~44 x 7~~ - **15 x 7**

HP: Volkswagen Scirocco 1780 (8-valve) (83-88) - ~~44 x 7~~ - **15 x 7**

American Sedan

Item 1. (November)

Change 9.1.6.D.1.c. as follows: "An open-sided, closed-top air cleaner assembly, *with maximum diameter of 16 inches*, with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required. Filter element material is unrestricted. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted."

Item 2. (December)

In 9.1.6.D.1, add a new section: "*r. Any belt driven, mechanical power steering pump or alternator may be used. They must mount to the front of the engine. Remote reservoirs may be added.*"

Item 3. (December)

In 9.1.6, Camaro & Firebird (82-92), add to the Notes: "*Camaro only: To aid cooling, the center of the grill opening (license plate area) and bumper backing may be removed.*"

Item 4. (New)

Any H pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line, with helical cut forward gears with a minimum angle of 15 degrees. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type, circular beveled synchronizers are prohibited. All face-tooth engagement gearboxes (i.e. Dog Rings, etc) are prohibited.

Showroom Stock

Item 1. (December)

In 9.1.7.B, change as follows: "*At least one* VIN plates or stampings shall remain in place. ~~There must be a minimum of two (2) VIN plates or stampings~~ *on the dashboard or chassis* that corresponds with the model automobile classified.

Item 2. (November)

In 9.1.7, SSB, Mini Cooper S (02-04) and Mini Cooper S (05-06), change wheel sizes from ~~16 x 6.5 or 17 x 7~~ to "*Any stock wheel available allowed. Must have BMW or MINI identification. Entrant must supply proof that wheel was offered in USA from MINI in the form of a factory document.*"

Item 3. (December)

Add a new section 9.1.7.E.34 as follows: "*Adjustment of front camber is permitted to a maximum of negative 2 degrees.*"

Spec Miata

Item 1. (December)

In 9.1.8.C.1.p, add a new item 6: "*It is permitted to remove all components of the cruise control system.*"

In 9.1.8.C.1.p, add a new item 7: "*It is permitted to remove the horn.*"

Item 2. (December)

In 9.1.8.C.7.e, add a new third sentence: "*It is allowed to attach the hard top to the upper windshield bar of the roll cage.*"

Sports Racing

S2

ITEM 1. (DECEMBER)

In response to BoD concerns, this recommendation is amended as follows:

In 9.1.9.B.11, modify selected subsections as follows:

B. 4412. Transmission

- a. The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than ~~four~~ *five* forward gears. *Five forward gears are permitted with a 25 lb. weight penalty.* The ratios are unrestricted.
- d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and ~~lock~~ *locking / locked* differentials are prohibited. Excessive shimming of the differential is prohibited.
- e. The use of automatic ~~and/or sequentially shifted~~ *shifting* gearboxes is prohibited. *Sequentially shifted gearboxes are permitted with a 25 lb. weight penalty.*
- f. ~~Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited.~~ *Electro-mechanical, electronic, hydraulic, pneumatic, and/or similarly operated gear change mechanisms and differentials are not permitted. Gear changes must be made through direct mechanical linkage, e.g. by rod or cable. Devices that in any way automate engine speed matching, interrupt ignition, and/or interrupt fuel for the purpose of assisting a gear change are not permitted.*

Item 2. (December)

Effective upon approval by the Board of Directors, the CRB recommends adoption of the Mazda MZR engine subject to the specifications published in the July Fastrack as amended, with a 1.205 inch per port plate restrictor and an approved ECU map

(to be published on the SCCA web site upon approval of the BoD). [Adjustments to the restrictor size will be made as necessary. On track performance will be carefully monitored.]

Touring

Item 1. (December)

In 9.1.10.D.5.a.1, change “two (2)” to “3”.

T1

Item 1. (November)

In 9.1.10, T1, delete the Ferrari 430 Challenge ((06-07). These cars are classified and welcomed in STO and their owners are encouraged to take advantage of the lower weight and other allowances in that class.

T2

Item 1. (December)

In 9.1.10, T2, Subaru Impreza WRX STi (03-07), add to Notes: “*Baldwin Motors spring package part BMI-T2SP1, permitted (includes: Front Hypercoil springs 2.25” ID / 7”x600 psi & helper springs, Rear Hypercoil springs 2.50” ID / 8”x550 psi & helper springs, Racecomp Engineering rear top perch adaptors, Racecomp Engineering modified rear top hats).*”

Item 2. (November)

In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09), add to Notes: “*Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted - part numbers 25900763 - left front caliper, 25900764 - right front caliper, 25902073 - left rear caliper, 25902074 - right rear caliper, 25869424 - rear caliper bracket, 25994100 - front rotors, 15921402 - rear rotors.*”

T3

Item 1. (December)

In 9.1.10, T3, Mazda RX-8 (04-08) and Mazda RX-8 R3 (2009-10), add the following to the Notes: “*Mazda Motorsports Exhaust Header Part # 0000-06 and Mazda Motorsports Air Intake Part # 0000-06-8601.*”

Item 2. (December)

In 9.1.10, T3, Mazda Mazdaspeed3 (2007-09), add to the Notes: “*Mazda Motorsports Rear Swaybar Kit 32mm OD hollow Tube Part #: 0000-04-3420.*”

Item 3. (December)

In 9.1.10, T3, Mazda Mazdaspeed3 (2010-11), add to the Notes: “*Mazda Motorsports Rear Swaybar Kit 32mm OD hollow Tube Part #: 0000-04-3420.*”

Concurrent Regional and National Races:

From: Club Racing Board

To: Board of Directors

Subject: Requirements for Concurrent National and Regional Races

The CRB has examined the Concurrent National and Regional Race concept and proposes that the following should be the minimum requirements to put on such an event:

- All National Race requirements stated in GCR 3.1.1 must be met, except licenses and the prohibition against combining National and Regional cars on track.
- No driver may receive credit for more than one race toward license renewal in a single race session (points may be awarded in multiple championships at the discretion of the organizers).
- Separate National and Regional race results must be produced (combined results may be produced at the discretion of the organizers).
- Novice license holders may participate unless specifically excluded in the event Supplementary Regulations. To be included in the National race results and to receive credit for National race participation, the driver must hold a current SCCA National competition license.
- Procedures for determining who may participate when a race group is oversubscribed must be included in the Supplementary Regulations.

The CRB will create language for a new section 3.1.9 reflecting the preceding requirements.

Operations Manual Changes:

Replacement language to address the needs of our specialties following the removal of the National Administrator Positions - effective 1/1/11

“Move to approve the following Operations Manual Changes to support the needs of our specialties following the removal of the National Administrator positions effective 1/1/2011.”

Operations Manual Changes:

5. Club Racing Administration

5.1 Basic Policies

The SCCA has established rules for, and scheduled a program of, two types of road racing programs: Club Racing and Time Trials. These rules and regulations reflect the basic road racing policies of the Club, as adopted by the Board of Directors to satisfy the needs and pleasures of its members.

Club Racing events are speed events with wheel-to-wheel competition on a closed circuit. All SCCA Club Racing events are governed by the SCCA Club Racing General Competition Rules (GCR) and must be sanctioned by the SCCA.

Time Trial events can be speed events such as hill climbs, club trials and track trials, or non-speed events such as

performance driving. All SCCA Time Trial events are governed by the SCCA Time Trial Rules (TT) and must be sanctioned by the SCCA.

Please refer to the current edition of the SCCA Club Racing General Competition Rules, Time Trials Rules, Insurance Handbook, and Fastrack for further details.

The Club Racing Board may appoint Specialty Advisors to assist in projects like (but not limited to) the creation of specialty training materials and training, assistance in determining and communicating information on technology upgrades and issues, specialty specific convention seminars, personnel recommendations, worker approval for international event participation and GCR changes. The term of these appointments will be specified and communicated to the membership.

A Medical Director will be appointed each year to facilitate medical fitness decisions with our Medical Review Board.

Tow Fund Changes:

Need BOD approval for 2011 Tow Fund (GCR Appendix B, Section 2.1.E) specifies a tow fund “authorized by the Board of Directors). The approved tow fund appears in the Runoffs Event Supps.

“Move to approve the following Tow Fund Program for 2011.”

The Tow Fund Program for 2011 will consist of a \$15 assessment per National Entry which will be paid to the top 3 points finishers in each class in each division. If the top three do not attend the Runoffs, the tow fund will NOT be paid farther down the points list. No money will be paid to drivers living closer than 299 miles and the maximum mileage to be paid will be 2,100 miles.

Motions to resolve Court of Appeals Ops Manual – GCR Conflicts

These conflicts were pointed out by COA Chairman Mike West who requested that the BoD review them for the purpose of bringing the two documents into better agreement. Comments from Chairman West regarding other potential conflicts between the two documents are recognized as guidance from the Operations Manual to the Board of Directors rather than language that requires any change. In other words, the GCR provides the “what” needs to happen and the Operations Manual provides the “how” it is implemented.

1. Motion: Langlotz/Jones: Change Operations Manual, 5.6 Club Racing National Court of Appeals wording to bring it in line with the GCR. Change to read;

The Court of Appeals in cooperation with the Stewards Program Advisory Committee will prepare updated Operational Guidelines for the Court as needed.

Approved. For: Langlotz, Jones, Creighton, Lybarger, Butler, Kephart, Lewis, Sheridan, Gordy, Noble, Wannarka. Against: Merideth

2. Motion: Langlotz/Patullo: Change GCR, 8.4.2 wording to bring it in line with the Ops Manual. Change to read;

8.4.2. Appointment and Jurisdiction

Each year, the **Chairman of the Board of Directors, SCCA, Inc.**, will appoint a 3 member Court of Appeals (Court), consisting of 3 regular members and one or more alternates, to review any Appeal filed under this section and make a final decision. The purpose of the Court is to provide a mechanism to resolve differences by a committee composed of members with individual and collective expertise in racing matters.

Approved. For: Langlotz, Jones, Creighton, Lybarger, Butler, Kephart, Lewis, Sheridan, Noble. Against: Gordy. Abstain Wannarka

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 7, 2010

The Club Racing Board met by teleconference on December 7, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; 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. In addition to those items covered in Technical Bulletin 11-01, 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/>

The effective date of all proposed rule changes and reclassifications are 1/1/12 unless otherwise stated.

GCR

1. #2534 (CRB) Schedule Change Requests
Clarify 5.12.2.A.7 as follows: "~~Convey~~ **Forward** to the SOM ~~any proposal to modify~~ **any Chief Steward proposed modifications** to the schedule of competitions **for approval.**"
2. #3271 (Verne Wandell) Requesting approval for Midwest Council Novice License
The staff and CRB have determined that the MSCC Novice Permit is equivalent to an SCCA regional license. In 3.1.5.C.7.7, modify as follows: "Midwestern Council of Sports Car Clubs (MSCCC) Full **and Novice permit**"

SUPER TOURING

1. #3316 (Ian Stewart) Allow Alternate headlights - HID alternative
Replace 9.1.4.L.3 with: "**Standard headlight and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension.**"

PRODUCTION

FP

1. #3211 (Ron Leiferman) Increase compression on the BMW 320i and 2002 to 12:1
In 9.1.5, FP, increase compression ratio of the following BMWs: 320i (77-79), 320i (80-83), 318i and 2002/tii to **12.0:1**.

SPEC MIATA

1. #3044 (CRB) clarify exhaust rules
Modify 9.1.8.C.1.m.4 as follows to clarify what muffler configurations are permitted:
 - a. The replacement system retains the original configuration (i.e., single tube design) and the tubing is a maximum of 2.25 inches outside diameter. **The maximum length of tubing used for the system beyond the OEM down pipe shall not exceed 120 inches (includes catalytic converter replacement pipe if used).**
 - b. The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system. **The exhaust system shall not create any new openings in the rear bumper.**
 - c. No expansion chambers. **A single muffler may be added. The muffler shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches. The muffler shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car). In addition, the sum of the length and width of the muffler shall not exceed 40 inches.**

TOURING

T2

1. #3063 (Todd Napieralski) Suspension Upgrade
In 9.1.10, T2, Chevrolet Camaro SS & Z-28 (98-02), add the following to the Notes: "**Strano Performance Camaro Track Package (Part #SP-141, Spring Set (550# Front/150# Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted.**"

T3

1. #1351 (Joel Arel) Allow suspension changes in WRX in line with the 06-07 TR
In 9.1.10, T3, Subaru Impreza WRX (02-07), add to Notes: "**Nukabe non-adjustable sway bars (F) 667311a22 and (R) 666311bj22 allowed. AMS front and rear springs #AMS-SCCA01 permitted.**"

CAR RECLASSIFICATIONS

IMPROVED TOURING

ITC

1. #3394 (Josh Sirota) Reevaluate weight/class of ITB Dodge Daytona
In 9.1.3, ITB, Dodge Daytona 2.2 (84-89), reclassify from ITB to ITC at 2380 lbs. and classify the identical Chrysler Laser, effective 1/1/12. [Note separate Technical Bulletin item to reduce 2011 ITB weight to future ITC weight.]

WHAT DO YOU THINK?

DSR

Member input is being requested with regard to the minimum weight in DSR.

In the last few years, many new cars have been built of larger overall size for aerodynamic advantage and at the expense of not meeting minimum weight. These newer cars can achieve minimum weight through attention to detail and through the use of lightened and sometimes expensive parts. Many of the owners of these cars are requesting an increase in the minimum weight to avoid the effort and expense they would incur in trying to achieve the minimum weight. Simply increasing the minimum weight for all cars would require many existing cars to add significant ballast and take away the advantage they have gained through engineering to minimum weight; many of the lighter cars are smaller in overall size and have less aerodynamic advantage. Additionally, increasing minimum weight would take away from future car builders the options to design for minimum weight and to use newer, lighter material choices.

Traditionally, DSR has been a class with few limitations and restrictions with the prevailing philosophy to not attempt to equalize cars/engines as technology and design have advanced and produced dominant cars and designs. An increase in weight to simply equalize cars and curtail the use of newer materials and design would be a significant change in the philosophy and intent of the class.

With these concerns in mind, member response is requested on the following options:

1. No change to the current minimum weight.
2. Minimum weight raised to 1000 lbs for all cars.
3. Minimum weight based on a matrix, for example: "The minimum weight of the car with driver as raced shall be determined by the multiplying the wheelbase times the overall width of the car.
Up to 6000 square inches: 900 lbs.
6001 to 7500 square inches: 1000 lbs.
Over 7500 square inches: 1100 lbs."
4. Minimum weight of 1000 lbs for cars with aerodynamic underbody designs other than flat bottom; otherwise 900 lbs.

Note: these choices might not be the exact language of a rule change, if one is made

MEMBER ADVISORIES

AS

As a result of a question that arose at the Runoffs, we wish to advise AS competitors that springs and shocks that are part of the third link are not considered additional springs or shocks as defined in 9.1.6.D.4.b.

FA

The F/SR advisory committee and the CRB are considering adjustments to weights and restrictors for up to 2.0 liter and up to 2.5 liter engines in FA and CSR. These adjustments will result in all such engines (regardless of compression ratio) using Single Inlet Restrictors. Every effort will be made to balance performance within these classes while maintaining the attractiveness of longer service times for larger displacement engines. No adjustments will be effective before 4/1/2011.

SS

Showroom stock competitors are advised that (with Board of Directors approval), in 2012, the years of eligibility for Showroom Stock cars will be reduced to 11, and in 2013, the years of eligibility will be reduced to 10.

NOT APPROVED BY THE CRB

GCR

1. #2793 (Bill Schepergerdes) Inspection of cars that set new lap record (during a race)
There are numerous circumstances that could prevent the car from being impounded immediately after a race in which a lap record is set, such as if the car retires to the paddock before the race finish or if Timing and Scoring does not realize a lap record was set until sometime after the cars have been allowed back into the paddock.

GRAND TOURING

GT2

1. #3119 (Wolfgang Maike) Competition adjustment for the Toyota 5S engine
The engine is competitive as classified.

GT3

1. #3040 (Wolfgang Maike) Competition adjustments
The cars are competitive as classified. Competition adjustments are not based on Runoffs performance only.
2. #3041 (Wolfgang Maike) Competition adjustments - Reduce wt. of all 1800cc cars
Thank you for your input. The cars are competitive as classed.
3. #3140 (Doug Norton) Reduce the weight of smaller displacement engines by 150 lbs
Thank you for your input. The cars are competitive as classified. In addition, adopting the requested action would blur the distinction between GT2 and GT3.

GTL

1. #3287 (Mark Ward) Follow up adjustment request
Thank you for your input. Your request is not consistent with the overall approach taken to adjusting GTL weights and restrictor sizes.

IMPROVED TOURING

1. #3356 (Chris Leone) Fuel cell capacity for BMWs in IT
Other cars have the same allowance. No change is warranted.

SUPER TOURING

STO

1. #2951 (John Slinkard) Honda S2000 - allow an engine upgrade in size of cc,liter,cubic i
The car is classed appropriately. We will continue to monitor performance.

STU

1. #3319 (Ian Stewart) Increase engine stroke on S2000 vs K24 engine swap
The car is classified appropriately. We will continue to monitor performance
2. #3406 (Ben Phillips) Class Boxster S in STU
There are options to run a Boxster in STU. The 2.7L is eligible and would be in line with the horsepower target. A current ITR classified car would be eligible for STU in IT configuration.

PRODUCTION

FP

1. #3325 (Scott Sanda) Reclassify E prod 914-4 to F prod at 2150 lbs
This car is competitive as classed.

HP

1. #3317 (Jonathan Stocum) classification of prep 2 volvo 142's in HP
This car does not fit the profile of the types of cars classed in HP; the 2.0 liter engine is too large for the class.

AMERICAN SEDAN

1. #2980 (Jeff Werth) Allow 8 engine Sleeves or aftermarket engine blocks
Both requests would result in competitive advantages. The current rule is correct as written.

SHOWROOM STOCK

1. #3132/3153 (Joel Lipperini/David Mead) Rule Change (Clarification) Showroom Stock Exhaust System
The rule is adequate as written.

SSB

1. #3027 (Joel Lipperini) SSB Car Classification Request - 2004 to 2007 Chrysler Crossfire
There are no OEM 18 inch wheels available for this car.
2. #3098 (Jim Ebben) Allow the JCW Mini Cooper S in SSB.
This car is not appropriate for SSB.

3. #3209 (Bob Schader) move the RX8 from T3 to SSB
Thank you for your input. The car is classed appropriately.
4. #3314 (David Mead) allow 18"oem wheels 05-2010 Mustang V6
The request is for a non-standard wheel.

SSC

1. #3035 (Joel Lipperini) Reclassify the 02-04 Acura RSX-S to SSC
This car would weigh too much in SSC at process weight
2. #3075 (Bill Seifert) Move Runoffs winning Toyota to SSB
This car is classed appropriately.
3. #3116 (Joel Lipperini) Update GCR, modify weights
Thank you for your input. Weights are appropriate as specified.
4. #3148 (Jason Fitzpatrick) Consider 2010 Volkswagen TDI Cup "Street" Edition for SSC
The performance level of this car is too great for SSC.
5. #3252 (David Mead) drop 100 lbs (08-09 VW Rabbit)
The car is at process weight.
6. #3253 (David Mead) drop 100 lbs to 3050 05-06 Sentra SER Spec V
The car is at process weight.
7. #3254 (David mead) drop 100lbs to 3000 lbs (02-04 Sentra Spec V)
The car is at process weight.
8. #3255/#3258 (David Mead) 100 lbs weight reduction to 2650 for Focus ZX4 ST
The car is at process weight.

SPEC MIATA

1. #2355 (David Dewhurst) Request smaller restrictor plate for 1999/2000 Spec Miata
Thank you for your input. We will continue to monitor performance.
2. #2460 (Sean Hedrick) Allow a windshield support brace
The rule is adequate as written.
3. #3129 (Paul McLester) Competition Adjustment for 1990-93 Miata
Thank you for your input. We will continue to monitor performance.

TOURING

T1

1. #3334 (Michael Pettiford) Reduce Corvette GS weight 100 lbs
The car is competitive as classified.

T2

1. #1325 (CRB) Parts bin T2 brakes
The question was put to the membership: Should T2 cars be allowed "parts bin" brake components? That is, should any brake parts within a manufacturer's line be allowed to be used? Based on member input, this proposal will not be pursued.
2. #3218 (Marty Grand) restrictor rule - Request larger restrictor for Evo IX
The car is competitive as classified.
3. #3279 (Patrick Womack) Add factory strut brace
Not within class philosophy.
4. #3335 (Michael Pettiford) Reduce the Solstice GXP weight 100 lbs
The car is competitive as classified.

T3

1. #2145 (Rob Piekarczyk) Allow Mazdaspeed3 Cold Air Intake
Not within class philosophy.

PREVIOUSLY ADDRESSED

GRAND TOURING

GT3

1. #3176 (Richard Gray) Chokes not restrictors
See letter #2952 in November Fastrack.

SHOWROOM STOCK

1. #3154 (David Mead) fixing vin requirements rule
See December Fastrack, page 33.

SSB

1. #3019 (Stan & Tom Czacki & Aquilante) Weight Reduction- Camaro & Firebird
See November Fastrack, page 6.

SPEC MIATA

1. #2227 (Steven Holloway) update rear sway bars
See December Fastrack, Spec Miata Item 4, page 28.
2. #2260 (William Keeling) item #2089 Allow rear track to match 99-05 cars
Approved by the Board of Directors (see December Fastrack, page 28).

TOURING

T2

1. #1929 (Brett Mars) Mustang brake duct kit
See December Fastrack, page 30.

T3

1. #3087 (Ali Naimi) Help: Reduce weight and allow headers of RX-8
See letter #3076 in December Fastrack.

NO ACTION REQUIRED

GCR

1. #2555 (Scott Bowman) Comment on Impound Waiver
Thank you for your input. The Board of Directors has approved the proposed language for the 2011 GCR. The Executive Stewards are implementing a procedure for dealing with the type of situation you describe.
2. #3057 (Kyle Watkins) Procedure Changes for 2011 Runoffs
The CRB would like to thank the writer, a long-time Runoffs competitor, for his thoughtful comments and suggestions for next year's Runoffs. The Chief Steward has read your letter and during the preparation for next year's event these ideas will be given consideration. In addition, the CRB will determine if any of the suggestions need to be reflected in the GCR.
3. #3059 (Kyle Watkins) Procedure Changes for 2011 Runoffs
The CRB would like to thank the writer, a long-time Runoffs competitor, for his thoughtful comments and suggestions. All competitors will receive an invitation to fill out a survey that includes several schedule alternatives and other questions. Depending on the responses, a different type of schedule may be implemented.
4. #3208 (Kyle Disque) Public Relations regarding rules changes
Thank you for your input. Your points are well-taken and we will endeavor to be clear about rule change and competition adjustment status in the future.
5. #3248 (Peter Cheney) Qualifying for runoffs
Thank you for your input. However, in the example you gave, the driver would have easily qualified for a Runoffs invitation under the second or third qualifying options.
6. #3318 (Butch Kummer) Removal of CRB Application
Thank you for your original interest in serving on the CRB.
7. #3326 (Nicholas Galuardi) GCR disappointment
Thank you for your input. The cost of the GCR was bundled in with the license fee in 2005. The costs of producing the hard copy GCR have increased since then. Printing and postage costs in particular have risen significantly. Charging for the printed GCR was avoided as long as possible, but basic economics are hard to ignore. Providing the information in an electronic format provides members more timely updates. Our goal is to contain costs as much as possible while providing

better means of accessing the information. Also, consider that the printed GCR is out-of-date almost immediately due to ongoing rule clarifications and competition adjustments. Updating the printed GCR requires transferring the changes by hand or printing out Fastrack each month. Note that drivers are not required to have a physical copy of the GCR at events.

8. #3344 (Carl Liebich) Qualification for Runoffs

Thank you for your thoughts. By now you are probably aware that the Board of Directors has approved new qualification requirements for 2011.

SUPER TOURING

STO

1. #3435 (Jerry Onks) Make Retriector Plate spacers free in thickness and design
See letters #3420 and #3430.

STU

1. #3270 (Carolyn Kujala) Remove OEM ABS restrictions
See December Fastrack, page 43 (9.1.4.O.12) for ABS allowance (applies to all ST classes).
2. #3415 (Eric Nummelin) Classify 2002 Cougar Using WC VTS
The car is eligible for STU with the appropriate STU specifications and by bringing the compression ratio in compliance.

AMERICAN SEDAN

1. #3235 (John Payne) use of alternate rear spoiler
The spoiler in question is a GM part and came from GM as part of the SS option. The spoiler is compliant as installed.

SHOWROOM STOCK

1. #3266 (Stan Czacki) Comment on Recommended Rules Changes-Nov 10
The SS camber adjustability was not approved by the Board of Directors.
See December Fastrack, page 43 (9.1.4.O.12) for ABS allowance (applies to all ST classes).

SSB

1. #3267 (Jim Ebben) the open rim rule does not help the Mini Cooper S
Thank you for your input.

SSC

1. #3147 (Jason Fitzpatrick) Information regarding allowable transmission
The Volkswagen DSG transmission is allowed in T3 and STU. Only base model transmissions are permitted in SSC.

SPEC MIATA

1. (Multiple) Input on 99-05 Suspension components on 90-97 Cars
Denied by Board of Directors (see December Fastrack, Spec Miata item 3, page 6).
2. (Multiple) Input on proposed rule changes for SM (august fastrack)
Suspension denied by Board of Directors (see December Fastrack, Spec Miata item 3, page 6). Others approved.
3. #2351 (Brian Ghidinelli) Research improving parity by reducing torque of 99+ cars
Thank you for your input. We will continue to monitor performance.
4. #2478 (Steven Holloway) Do not include SM5 with Spec Miata
Thank you for your input. A separate regional class has been approved.
5. #2537 (Daniel Cutler) Allow non-essential parts to be removed to make weight
The rule is adequate as written.

SPORTS RACING

S2

1. #3213/#3225/#3308 (David Ferguson/Bob Wheless/Micheal Bautz) Support for Mazda MZR Engine Proposal with 5-speed allowance
Thank you for your input. See the Board of Directors decision in this Fastrack.

TOURING

1. #3175 (Richard Kulach) oppose brake request rule expansion
Thank you for your input.

2. #3215 (Marty Grand) Opposed to open springs
Thank you for your input. The Board of Directors denied this change.

T1

1. #3210/#3257/#3337 (Edward Zabinski/ David Mead/William Wade) Do not declassify the 430 in T1
Thank you for your input.

T2

1. #3219 (Marty Grand) Reduce weight Evo IX
Thank you for your input. Performance will continue to be monitored.
2. #3332 (David Muramoto) Oppose brakes upgrade (letter #3083) for Solstice GXP
Thank you for your input.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2010

NUMBER: TB 11-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

1. #2158 (Terry Ozment) Concurrent Regional/National Races

Insert a new section 3.1.7, and renumber subsequent sections, as follows:

3.1.7 Concurrent National and Regional Races

Note: For 2011, all Concurrent National and Regional Races shall be approved by the SCCA Board of Directors.

- A. All National Race requirements stated in 3.1.1 shall be met, except licenses and the prohibition against combining National and Regional cars on track.*
- B. No driver may receive credit for more than one race toward license renewal in a single race session (points may be awarded in multiple championships at the discretion of the organizers).*
- C. Separate National and Regional race results shall be produced (combined results may be produced at the discretion of the organizers).*
- D. Novice license holders may participate unless specifically excluded in the event Supplementary Regulations. To be included in the National race results and to receive credit for National race participation, the driver shall hold a current SCCA National competition license.*
- E. Procedures for determining who may participate when a race group is oversubscribed shall be included in the Supplementary Regulations.*

2. #2622 (Terry Ozment) Defending National Champions eligibility rules

Clarify and correct 3.9.2.B by modifying item 3, adding items 6 and 7, and deleting the final paragraph as follows:

*"3. He may compete **only** in ~~any participating National~~ **the class being defended.**"*

*"6. **The provisions of this section may not be invoked two years in a row, even if he repeats as National Champion.**"*

*7. **In addition, a current defending National Champion, who has not met the Runoffs invitation requirements in 3.9.2.A, may be accepted as an entrant even if he did not finish at least 4 National races in the same class during the current year.**"*

In addition, a current defending National Champion who has not met the Runoffs invitation requirements in 3.9.2.A. may be accepted as an entrant even if he did not finish at least four National races in the same class during the current year. This provision may not be invoked two years in a row, even if he repeats as National Champion. A defending National Champion entering the Runoffs under this paragraph will not receive Runoffs tow funds.

3. #2649 (Terry Ozment) Who can issue license waivers

To reflect current procedures, change Appendix C.2.5.B, first sentence, from ~~"Only the Club Racing Office may issue a Novice Permit to a Minor."~~ to *"**With the approval of the Divisional Licensing Administrator, only the Club Racing Office may issue a Novice Permit to a minor.**"*

4. #3156 (Peter Villaume) Revisit letter #2841 (Locking Hood pins in Production)

The CRB did not understand the writer's original request. In 9.3.10, add a new sentence: *"**Hood fasteners must be removable with simple tools; no fastener requiring a key to open it is permitted.**"*

5. #3351 (CRB) FasTrack or electronic version of the GCR takes precedence

To properly reflect the current relationships among the electronic version of the GCR and other communication media, change 1.2.2.A from ~~"At its sole discretion and at any time, the SCCA may revise or supplement the GCR through FasTrack, Racing Memos, Member Advisories, or Tech Bulletins published on the official SCCA web site. An effective date will be published for all revisions and supplements."~~ to *"**The latest published electronic GCR version on the official SCCA web site supersedes all prior GCR versions, FasTrack, Racing Memos, Member Advisories, or Tech Bulletins published in writing or**"*

on the official SCCA web site as of the first day of the month of publication.”

- #3430 (Jerry Onks) Change Restrictor Plate Spacer Thickness
TB: In Appendix F, Flat Plate Intake Restrictor, fourth bullet item, change 0.25 inch to **0.75** inch.
- #3539 (CRB) Correct 8.4.2
In 8.4.2, first sentence, strike “~~Chairman of the~~” to conform to actual practice and the SCCA Operations Manual.

GT1

- #3189 (J. Richard Grant) Reduce all GT-1 weights
In 9.1.2.E.1.b.1 and 9.1.2.E.1.c, apply a 3.5% reduction to all stated weights, and round to the nearest five pounds.

IMPROVED TOURING

ITA

- #3392 (CRB) Change weight of 2nd-gen Neon non-ACR
In 9.1.3, ITA, Dodge / Plymouth Neon incl. SE, ES, SXT (00-03), change the weight from ~~2440~~ to **2345**. [An error was made during the initial weight assignment.]

ITB

- #3393 (CRB) Reduce weight of '83-'84 Dodge Shelby Charger
In 9.1.3, ITB, Dodge Shelby Charger (83-84) and Dodge Omni GLH 2.2, change weight from ~~2340~~ to **2290**. [An error was made during the initial weight-assignment process.]

ITR

- #2501 (Tristan Smith) Please re-examine weight for ITR 300zx
In 9.1.3, ITR, Nissan 300ZX (89-96), change the weight from ~~3250~~ to **3120**. [An error was made during the initial weight-assignment process.]

SUPER TOURING

- #3276 (Phil Phillips) APR Wing - SCCA spec - chord width
Add to end of sentence 9.1.4.D.2 STU and STL

“APR performance wing GTC-200 part #AS-104801, variable cord length (8.75” Inner/6.75” Outer), is permitted.”

- #3481 (CRB) Transmission clarification.
In 9.1.4.M.3, clarify as follows: “Cars with *aftermarket* sequential shift transmissions shall increase the minimum weight by 100 pounds”.

STO

- #2234 (Shad Huntley) Update GCR Super Touring Category Specifications (9.1.4.1.H)
Classify “World challenge” Acura NSX turbo. Classify at **2850** lbs. *Driving ambitions turbo kit- Part #DA-1000. Comp turbo #ct-4372 Turbo inlet restrictor of 44mm is required.*
- #3429 (Jerry Onks) Equalize restrictor plate rule
In 9.1.4.1.H, Chevrolet Corvette, 7000cc, increase the restrictor plate size from ~~60mm~~ to **75mm**. [This plate size shall use the SCCA specification of flat plate restrictor.]
- #3470 (CRB) STO Weight Changes
In 9.1.4.1.H, make the following changes:
Cadillac CTS-V reduce weight to **3240** pounds.
Corvette 5.7L (LS6) reduce weight to **2950** pounds.
Corvette 6.0L (LS2) reduce weight to **3240** pounds.
Corvette 6.2L (LS3) reduce weight to **3350** pounds.
Camaro/Firebird 5.0L reduce weight to **2500** pounds.
Camaro/Firebird 5.7L (LS6) reduce weight to **2950** pounds.
Camaro/Firebird 6.0L (LS2) reduce weight to **3240** pounds.
Mustang 4.6L reduce weight to **2380** pounds.
Mustang 5.4L reduce weight to **2790** pounds.
Mustang 5.8L reduce weight to **3000** pounds.
Dodge Viper 8.3L reduce restrictor plate to **55mm**. Mandatory 3/1/11.
Dodge Viper 8.4L reduce restrictor plate to **55mm**. Mandatory 3/1/11.

4. #3471 (CRB) Ferrari 430

In 9.1.4.1.H, correct Ferrari 430 Challenge requirements as follows: Weight **2950**. The notes should read "*Must be prepared to the 2006 Ferrari Challenge specifications except that: DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; if 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted*".

In 9.1.4.1.H, correct Ferrari 430 requirements as follows: Weight **3250**. The notes should read "*Kessel 430 GT3 front fenders, hood and bumpers allowed; if installed, single radiator is allowed. Must conform to 9.1.4.F.7.*".

5. #3472 (CRB) New Spec Lines.

In 9.1.4.1.H, add the following classifications:

BMW M3 E46 (3.2L) supercharged at 2850lbs. Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.

Corvette 6.2L (Stock OEM LS3) at 3110 pounds. Notes: Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory

Camaro/Firebird 6.2L (LS3) OEM weight to be 3110 pounds. Notes: (see Corvette).

Camaro/Firebird 6.2L (LS3) at 3350 pounds.

Camaro 2010 5.7L (LS6) weight at 2950 pounds.

Camaro 2010 6.2L (LS3) OEM weight at 3110 pounds. Notes: (see Corvette).

Camaro 2010 6.2L (LS3) weight at 3350 pounds.

Cadillac CTS-V 6.2L (Stock OEM LS3) OEM weight at 3110 pounds. Notes: (see Corvette).

Cadillac CTS-V 6.2L (LS3) weight at 3350 pounds.

Mustang 5.0L at 3100 pounds. Notes: "Allow Laguna Seca intake manifold and throttle body".

STU

1. #3220 (Marty Grand) Classify the Evo in STU

9.1.4.2.G.2, add **41mm restrictor at 3430 pounds**.

STL

1. #3422 (Sean Sweeney) Allow Mazda 13B Non ported motor in STL at appropriate weight

In 9.1.4.3.G.2 change Mazda 12A weight from **2365** to **2225**. Add the **Mazda 13B at 2615**. *No porting is permitted in either engine. The 5th and 6th intake port actuators and valves may be removed or disabled.*

PRODUCTION

EP

1. #3240 (John Longwell) Allow use of stock cast iron block: BMW 328i E36 (96-99)

In 9.1.5,EP, BMW 328i E36 (96-99), correct block material to "Alum **or Iron**".

2. #3386 (R. Inness Eisele) Clarify spec line to include "i" model.

In 9.1.5, EP and FP, correct the model designations of the following BMWs from **318**, **320**-and **328**-to **318i/is**, **320i/is** and **328i/is**.

AS

1. #3324 (Scott Sanda) Weight adjustment for AS - Reduce CTS-V 04-05

In 9.1.6, Cadillac CTS-V (04-05) Restricted Prep., change from **3940** to **3750**.

In 9.1.6, Cadillac CTS-V (06-07) Restricted Prep., change weight from **3990** to **3800**.

SHOWROOM STOCK

SSB

1. #2043 (David Mead) add 2008-2010 to spec line

In 9.1.7, SSB, Ford Mustang V6 (05-09), change the model years to (05-**10**)

2. #2325 (Karl Clements) Approval of 2010 MX5 Miata to SSB

In 9.1.7, SSB, Mazda MX-5 Touring/Grand Touring (2009), change model years to (2009-**11**).

3. #3336 (Lee Niffenegger) Remove 80lbs of Competition Adjustment Weight from SSB Civic Si

In 9.1.7, SSB, Honda Civic Si (06-09), change weight from **3075** to **3050**.

4. #3535 (CRB) Weight reduction for 96-02 Firebird

In 9.1.7, SSB, Pontiac Firebird V-6 (96-02), change weight from **3360** to **3300**.

SSC

1. #3099 (Jim Ebben) Allow the VW GTI suspension and wider tires on the Rabbit.
In 9.1.7, SSC, Volkswagen Rabbit 2.5 (06-07), change "195/65 or 195/40 (max)" to "195/65 or **225/45/15** or 195/40 (max)".

SPEC MIATA

1. #2688 (Tony Coello) Reduce the weight of the 94-97 Miata by 50lbs
In 9.1.8, Mazda MX-5 / Miata (94-97), change the weight from ~~2400~~ to **2365**.
2. #3563 (CRB) Correction on 99-05 anti-roll bars
The response to letter #1763 in the August Fastrack was incorrect. The response should have been that a change to the anti-roll bars for the 99-05 Miata was not recommended.

TOURING

1. #2919 (Rob Hines) Allow addition of idler pulley to replace A/C compressor
In 9.1.10.E.3.b.1, add the following to the last sentence: "or replaced with an idler pulley that serves no other purpose".
2. #3531 (CRB) Clarify Brake Duct Rule
Correct 9.1.10.D.6.a.5 (see December Fastrack, page 30) as follows: "Any brake ducts are permitted, but they must serve no other purpose and must mount without modification to other components ~~except for duct intake openings in the bodywork~~, **but front parking light assemblies may be removed to provide an opening for the ducts**. The ducting must not be visible from outside the car."

T2

1. #3001 (Joe Aquilante) Include 2011 STI in the Spec page for T-2
In 9.1.10, T2, Subaru Impreza WRX STi (08-10), change model years to (08-**11**).
2. #3054 (CJ Moses) Request Classification of Mitsu Evo X in T2
In 9.1.10, T2, classify **Mitsubishi Lancer Evolution (08-11)** at **3530** pounds. All other specifications same as (03-06).
3. #3286 (David Woodle) Add Solstice competition adjustments Saturn Sky
In 9.1.10, T2, Saturn Sky Red Line (07-09), add to Notes: "**Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted - part numbers 25900763 - left front caliper, 25900764 - right front caliper, 25902073 - left rear caliper, 25902074 - right rear caliper, 25869424 - rear caliper bracket, 25994100 - front rotors, 15921402 - rear rotors.**"

T3

1. #2166 (Paul McLeod) New T-3 car: Please classify Subaru WRX 5 door wagon
In 9.1.10, T3, classify the Subaru Impreza WRX 5 door with the same specifications as the Subaru Impreza WRX (02-07) except the wheelbase which is 2573mm.

LEGEND CARS

1. #1973 (CRB) Add Legends Car Exception to 9.3.54 Window Nets
In 9.3.54, add a sentence at the end: "**Legends Cars are not required to have window nets.**"
2. #1975 (CRB) Allow Exhaust Exception in section 9.3.22
In 9.3.22, add to the end of section: "**Legends Cars exhaust systems must comply with the official Legends Cars technical specifications.**"

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Nathan Ulrich vs. SCCA Review Committee

COA Ref. 10-06-RI

November 18, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On or about October 25, 2010, Nathan Ulrich, Technical Director of Radon Sport LLC, requested a Rules Interpretation (RI) under the 2010 GCR Paragraph 8.1.4. (Compliance Review) and various sections of the GCR (9.1.1.B. and 9.1.1.D.) as they relate to the proposed construction of a new Radon RN 10 Formula Continental (FC). He specifically asked for a determination of the compliance of three items. David Nokes, SCCA Chairman of Stewards, appointed a Review Committee consisting of Jim Averett, Mike Beaumia, and Bob Horansky, Chairman, to review and render a decision on the request.

Based upon statements in the design review document, diagrams, and photos supplied by Mr. Ulrich, the Review Committee determined the first item in the request was compliant with the 2010 GCR.

The second item, use of carbon fiber laminate panels as interior cockpit protection, was ruled to be in compliance with the 2010 GCR Sections 9.1.1.D.8.f. and 9.1.1.D.7.b.2. The Review Committee further stated "Though the Carbon fiber panels strength and the substantial apparent mounting to the frame members at greater than six inch points may significantly add structural strength to the chassis, it still conforms to the 2010 GCR." Their decision was further qualified contingent on the proposed bodywork (photos of which were not provided) being such that these interior panels are not exposed to the air stream and as such be considered bodywork.

The third item reviewed was the front bulkhead. The Radon RN 10 uses a substantial machined 1.2 inch aluminum plate as the bulkhead, bolted to the frame rails. The GCR requires the frame construction to be steel space frame construction (D.7.a.) with a bulkhead forward of the driver's feet. The committee found this design non-compliant with the 2010 GCR.

Based on GCR 8.1.4.B., the report of the Review Committee was submitted to the SCCA Court of Appeals for review.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Jack Hanifan, and Michael West, Chairman, met by conference call on November 11, 15, and 18, 2010 to review, hear, and render a decision on the report of the Review Committee. Bob Dowie, SCCA Club Racing Board Chairman and Dave Gomberg, Club Racing Board Member, participated in the November 15, 2010 conference call.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Compliance Review request from Nathan Ulrich, including documents, received November 10, 2010.
2. Review Committee report received November 15, 2010.
3. Emails from Bob Dowie received November 14, 2010.
4. Emails from Dave Gomberg received November 14 and 15, 2010.

FINDINGS

Following comprehensive review of the drawings (which did not identify dimensions), photographs, documents provided by Mr. Ulrich, and extensive discussion with the Club Racing Board, the Court of Appeals:

1. Confirmed that the first item in the review request complies with the 2010 GCR FC specifications. The COA cautions that any deviation from the design plan as stated by Mr. Ulrich may render this ruling moot.
2. Found that the panels are unacceptable for cockpit intrusion protection and are not compliant. Mr. Ulrich states the "interior" carbon fiber panels are designed to provide additional side intrusion protection. The 2010 GCR 9.1.1.D.7.b. lists only two methods for cockpit intrusion protection. Neither method permits the use of carbon fiber. The CRB has been discussing the use of carbon fiber panels for cockpit intrusion protection, but no changes have been made to date.
3. Confirmed that the third item in the review request does not conform to the 2010 GCR FC specifications and is not compliant.

DECISION

With reference to the decisions reached by the Review Committee on items submitted for consideration by Mr. Ulrich, and based on the 2010 GCR, the decisions of the Court of Appeals are as follows:

- Item One. Affirms the ruling delivered by the Review Committee.
- Item Two. Overturns the ruling that carbon fiber interior panels designed to prevent cockpit intrusion are compliant. Carbon fiber panels are not compliant and may not be used as a means to prevent cockpit intrusion.
- Item Three. Affirms the non-compliant front bulkhead ruling delivered by the Review Committee.

CLUB RACING COURT OF APPEALS

Subject: 2011 Court of Appeals Procedures
From: SCCA National Court of Appeals

The General Competition Rules describe how a named party may appeal an action taken by the Stewards of the Meet (SOM) at a Competition event sanctioned by the SCCA Club Racing Department. This is an explanatory guide for the appeal process.

First, and most important, your letter of appeal must be sent within ten (10) days of the date you are notified of the decision of the SOM. You may send your appeal by mail, Express Mail, fax or email. The date of your appeal is determined by the U.S. Post Office postmark date, or the date that appears on the Express Mail cancellation, the fax cover sheet, or the email. All appeals should be addressed to the Court of Appeals, c/o SCCA Club Racing and include a check or credit card information for the amount of the appeal fee. If you fax or email your appeal, include a Visa or MasterCard Account number for your appeal to be billed. Your ten-day period normally starts from the weekend day you were informed by the SOM of their decision. However, if that decision is not made because, for example, components needed to be checked at an off-site location sometime after the event, the ten-day period starts from the date the Chairman, SOM, informs you orally or in writing of the final decision. The Chairman will advise the National Office of the decision via the Observers Report or an addendum to that report.

Second, you need to state your "case" in writing at the same time that you advise the Court of Appeals of your intention to appeal. A letter indicating you intend to appeal with "details to follow" is NOT an appeal under the rules in GCR 8.4.3. You must submit all materials you wish the Court to consider within the ten-day period allowed by the GCR. You will normally not be contacted by the Court of Appeals as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information that could be beneficial to your case, contact those individuals to be sure that the Court receives their statements within the ten-day appeal period.

NOTE: Appeals affecting national point standings for events held within 28 days of the Runoffs© have a 48 hour appeal period.

Third, your rights to file an appeal do not include being heard in person either by phone or at a Court of Appeals hearing. The Appeals Court is not established to simply hear the same things again that the SOM have already heard, but to:

- A. Review the process followed by the SOM to determine if all parties involved followed the GCR rules.
- B. Review any new information that was not available, or not known, which became available to you after the SOM hearing.
- C. Decide whether or not there is sufficient evidence presented to warrant changing the SOM decision.

The Court may also seek additional information pertinent to your case from other sources.

Fourth, if you file an appeal in a case involving another person, such as a driver-to-driver protest involving an alleged violation of the GCR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Chief Steward and Chairman, SOM, are also notified. This procedure assists the Court in understanding all sides of the case.

Fifth, in appeals involving alleged violations of car preparation specifications, the Court will maintain confidentiality of all specifications to guarantee that a competitor does not learn preparation "secrets" of another competitor by filing a teardown protest or appeal. Thus, any information such as measurements and specifications is deleted from materials distributed as part of appeals.

Sixth, videos are frequently part of the appeals process. The Court can only accept unedited videos. Video media or data files furnished by the SOM and/or you to the Court may be retained by SCCA as a permanent part of the record if the case goes to appeal.

Seventh, several Divisions have assigned Stewards to assist in the appeals process. They are listed in various Regional or Divisional publications. If you do not know who these individuals are in your Division, your Divisional Executive Steward can supply you with their names and contact information.

SOLO EVENTS BOARD

SEB MINUTES | November 15, 2010

The Solo Events Board met by conference call November 15th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; BOD members Dick Patullo and John Sheridan; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2012

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

GENERAL

- Recipients were selected by the SEB for the 2010 Driver of the Year, Rookie of the Year, and Divisional Event of the Year awards. (ref. #2473, 3068, 3163).
- The SEB thanks National Appeals Committee members Art Trier (Chairman), Paul Brown, Neal Bellamy, and G.H. Sharp for their service on the NAC.
- The SEB is accepting resumes for members interested in a Course Designer position for the Solo Nationals at Lincoln.

DIVISIONAL POSITIONS

- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The SEB thanks Velma Boreen and Marlene Obenour for their service to the Club as Divisional Solo Events Stewards.
- The SEB also expresses thanks to Al Mitchell for his years of service as a Divisional Solo Safety Steward.

STOCK

- A vacancy is anticipated on the SAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- Per the SAC, the following rule change proposal is published here for member comment:
 - Add to section 13.4 as a new third paragraph:

"Vehicle option packages equipped only with 20" wheels as standard, may use 19-inch diameter wheels of the same width as standard and offset within +/- 0.25 inch of standard." (ref. #2678)
- In addition to those items reflected elsewhere herein, the following member items regarding Stock category matters have been reviewed by the SAC and SEB: #2852, 2965, 3002, 3024. The SEB and SAC thank these members for their input.

STREET TOURING

- Per request by the BOD, the SEB and STAC have reviewed and amended a previously-published proposal regarding bodywork allowances in ST. The updated version of the proposal is being recommended to the BOD for 1/1/2011 implementation. It now consists of following (ref. #3321):
 - Change the third paragraph of 14.0 to read as follows:

Under the provisions of Section 1.1 of these rules, Regions are free to allow any other version of the ST concept which meets their local needs. *In particular, some tolerance in the area of bodywork allowances (e.g. wings/spoilers beyond those allowed in 14.2.F) is encouraged at this level.*
 - Modify 14.2.C to read as follows (ref. 10-127):

"C. Factory rub strips, emblems, mud flaps, *bolt on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal)* may be removed. *Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.*"
 - Replace 14.2.F with the following:

14.2.F Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and nonfunctional scoops/vents is allowed provided that either:

 - 1) it is a production part which is standard or optional equipment of a US model of the vehicle*
 - 2) it is listed in the vehicle manufacturer's US accessory catalog for that vehicle, for normal highway use*

Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.

STREET PREPARED

- Vacancies are anticipated on the SPAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- The SEB thanks departing SPAC members Mike Shields and Jinx Jordan for their service to the Club as members of this committee.

STREET MODIFIED

- A vacancy is anticipated on the SMAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- Per the SMAC, the following rule change proposal is being submitted for member comment:
 - Replace 16.1.D.1 with the following:

“1. Engine blocks must be from production automobiles. Engines must meet minimum production quantities of 1,000 units built for street use, spanning all models of cars so equipped. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted. This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.”

The intent of this proposal is to allow cross-make engine swaps into Street Modified vehicles, using engines produced in sufficient quantities that replacement parts are readily available. Subframe restrictions are not expanded from the existing rules. (ref. #3313)

- In addition to those items reflected elsewhere herein, the following member items regarding Street Modified category matters have been reviewed by the SMAC and SEB: #1702, 3048. The SEB and SMAC thank these members for their input.

PREPARED

- A vacancy is anticipated on the PAC. The committee is particularly interested in adding someone who is active in the CP class. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.

MODIFIED

- The previously-published proposal to require bolt-on valve covers on FM Vees has been withdrawn. Instead, the requirements for Tech Inspection, and for re-inspection after a failure, will be amended in the National event Supplemental Regulations. (ref. #2668, 2674, 2682, 2716, 3179, 3200)
- The following rule change proposals have been recommended by the MAC and are published for member comment:
 - In Appendix A, under Modified Class F, section C.2.j, change the sentence “Dry sump systems are prohibited.” to read “Dry sump systems are permitted.” (ref. #2669)
 - Add in Appendix A, under Modified Class F, a new sentence to section A.7 as follows: “Electric water pumps may be used.” (ref. #2812)

FORMULA JUNIOR / F125

- A vacancy is anticipated on the KAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- The SEB thanks Pete Mottaz for his service to the Club as a member of the KAC.

NOT RECOMMENDED

- Stock tire sizes (ref. #3039) The SAC believes that this would drastically change the balance of competitive cars in the Stock classes, and that having the option to choose tire sizes is part of competition.
- IT cars in DSP (ref. #3141, 3142)
- SM street tire class (ref. #3197) Regions are encouraged to create classes that will create local interest in the club and promote new memberships. Not all of these classes are necessarily suited for National status.

TECH BULLETINS

1. Stock: The following new listings have been recommended by the SAC and are effective immediately upon publication (ref. #2475, 3199):

Pontiac G5 GT (2.4L) ('07-'08)	GS
Ford Fiesta ('11)	HS
Mazda 2 ('11)	HS
Pontiac G5 (2.2L) ('07-'09)	HS

2. Street Touring: Per the STAC, the second sentence of 14.8.I is clarified as follows: "These kits consist of either adjustable length arms or arm mounts (*including ball joints*) that provide a lateral adjustment to the effective length of a control arm." (ref. #2024)
3. Street Prepared: The following new listings have been recommended by the SPAC and are effective immediately upon publication:

Audi TTS ('09-'11)	BSP (ref. #2705)
Audi A3 ('05-'11)	DSP (ref. #3227)
4. Street Prepared: Per the SPAC, 15.2.F, requires that the seating surface of the seat would need to be fully covered by fabric that is attached to the seat in some fashion. An aftermarket seat cover would suffice to fulfill this requirement. (ref. #3226)
5. Prepared: Per the PAC, the following new listings are added to class XP (ref. #3183):

Shelby	
Cobra ('63-'67)	
TVR	
Griffith Series 200 & Series 400	

Note: these are cars which are currently listed only in the supplemental BP class (the automatic XP eligibility of which is being eliminated on 01/01/11), and which don't meet the requirements of 17.A.2.
6. Modified: Section 18.1.B.1 permits removal of a headlight unit but not of the bodywork component (e.g. section of fender or hood) which houses it. (ref. #3249, 3298)

ROADRALLY MEMO

Memo for RoadRally

The SCCA is seeking candidates for RoadRally Board. Please forward a Rally resume and letter of intent to the rrb@scca.com if interested.

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/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/event.aspx?hub=6&event=14461>

EVENT CALENDAR: <http://www.scca.com/events.aspx?hub=10>