

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 4, 2011

The Club Racing Board met by teleconference on January 4, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; Jerry Wannarka, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-02, 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/>

SPEC MIATA

- #2459 (Sean Hedrick) Ballast Clarification
In 9.1.8.C.8.i.2, add the following: "*Alternatively, ballast may be secured using all 4 Mazda factory passenger seat mounting bolt holes.*"

TOURING

T2

- #2870 (Cheyne Daggett) Allow the Ford Mustang FR500C 18x10 wheels.
In 9.1.10, T2, Ford Mustang Coupe GT & Shelby GT (05-10), change wheel sizes from ~~18x9.5 (F&R)~~ to *18x10 (F & R)*.
- #3507 (Scott Sanda) Interior mirror wording (remove multi-panel wording)
In 9.1.10.D.9.C.2, delete "*with a multi-panel type mirror*".
- #3514 (Robb Bonanno) Allow wider wheels on 2004-2010 Lotus Elise/exige
In 9.1.10, T2, Lotus Elise (2005-2010), change wheel sizes from ~~16x6.5 (F) 17x7.5 (R)~~ to *16x8 (F) 17x8 (R)*.
- #3771 (CRB) Increase 2010-11 Camaro SS wheel sizes
In 9.1.10, T2, Chevrolet Camaro SS (2010-2011), change wheel sizes from ~~20x8 (F) 20x9 (R)~~ to *20x10 (F & R)*.
- #3772 (CRB) Increase Cadillac CTS-V wheel sizes
In 9.1.10, Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), change wheel sizes from ~~18x9.5 (F&R)~~ to *20x10 (F&R)*

T3

- #1261 (Joe Aquilante) Allow Suspension Package for Subaru Legacy
In 9.1.10, T3, Subaru Legacy GT Sedan/ Wagon (04-08) Spec B (08-09), add to the Notes: "*25mm front sway bar, 24mm rear sway bar permitted. Eibach springs permitted: 0800.225.0250 front, 0800.225.0300 rear. Hypercoil springs permitted: 8A0250 front, 8A0300 rear.*"

CAR RECLASSIFICATIONS

None

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WHAT DO YOU THINK?

IMPROVED TOURING

Should the current Improved Touring wheel diameter restrictions be removed or otherwise adjusted? Please let us know your preferences. (Current restrictions on wheel widths would not change.)

MEMBER ADVISORIES

GENERAL INFORMATION

The following individuals have been appointed to be advisors in operational aspects of Club Racing:

Guy Ruse	Driver Licensing Advisor (Advisor to Divisional Licensing Administrators)
Ed Zebrowski	Chief Driving Instructor Advisor (Coordinates information between Divisional Chief Driving Instructors to build consistency in our Driver School program)
Dr. James Butler	Medical Advisor (Selects the Medical Review Board members who make decisions on medical issues)
Ann Hefty	Flagging and Communications Advisor (for workers seeking international participation)
Carla Heath	Timing and Scoring Advisor (All things AMB-related)
Wanda Cecil	Registration Advisor (Addresses waiver and registration system issues)

FORMULA V

The CRB has been informed by Volkswagen that the magnesium alloy engine case (#043 101 025 OE) is no longer available from Volkswagen. Volkswagen is now using an aluminum alloy case (#043 101 025 AK) which is mechanically identical.

SHOWROOM STOCK C

In the world automobile industry, the auto manufactures have a system to designate the size of the cars they offer – these are known as “classes”. The CRB is currently working with a number of manufactures to allow the B-class cars a place to race against one another. The current trend in the industry is that the manufactures want their cars to race against the cars they compete with in the market place.

B-Class cars are 2 to 5 door, front wheel drive cars with engine sizes from 1300 to 1600cc and seating for 4 adults.

The CRB, in an effort to strengthen the numbers in Showroom Stock C, will be adding the B-Spec cars to SSC. In cooperation with the manufacturers, we will allow the cars a “limited-prep” configuration, the basis of which is:

- Complete removal of the interior, except the dash
- Full SCCA spec roll cage
- Shocks, springs and a sway-bar package available only from the manufacturers
- 15 inch x 7 inch aftermarket wheels with a minimum weight of 13 pounds

The following are the targeted cars for B-Spec SSC cars:

- Ford Fiesta
- Honda Fit
- Hyundai Accent
- KIA Rio
- Nissan Versa
- Mazda2
- Toyota Yaris

The CRB’s target date for classification of these new cars is the spring of 2011.

NOT APPROVED BY THE CRB

GCR

1. #3362 (Darwin Felix) Input Regarding the Combination of Classes into Race Groups
Race groupings vary throughout the country because of differing levels of interest in classes, particularly for regional races. While certain class combinations are discouraged, race organizers require a good bit of flexibility in creating race groupings.

GRAND TOURING

1. #3441 (James Burke) Remove weight penalty for independent rear suspension
The IRS weight penalty is appropriate as it stands.

GT3

1. #3440 (James Burke) Return weight of 2.4 four valve engines to 2130 lbs.
Weight is appropriate as specified.

2. #3567 (John Litzinger) Sequential Transmission
6 speed sequential transmissions are not approved due to cost, since competitors would be forced to upgrade.

IMPROVED TOURING

1. #3404 (Andy Bettencourt) Revise Classification 'Process'
We will continue to monitor cars with double-wishbone suspensions and keep this under consideration, but no change is recommended at this time.
2. #3455 (Scott Holman) Add Weber 38DGAS carb to approved list
Thank you for your input. No change is recommended at this time.
3. #3559 (Philip Royle) Hood/trunk hinges clarification
Hood and trunk hinges must remain stock.
4. #3598 (Simon Tibbett) Allow Battery Relocation For Improved Touring
Batteries must remain in the stock location.
5. #3673 (Scott Lunder) Allow coated engine bearings.
Thank you for your input. No changes are warranted at this time.
6. #3546 (Josh Sirota) Class the '06 Toyota Yaris
There was no 2006 Yaris available in the US market, so the Yaris is not eligible for IT until 2012. We will revisit this at the end of 2011.

ITR

1. #3498 (Mitch Schwartz) Allow the 2000 Porsche Boxster "S" to be classed in ITR
This car exceeds the performance envelope for ITR and would have to carry excessive ballast.
2. #3664 (Al Wicht) reduce weight of 87-93 Mustang
Thank you for your input. No changes are warranted at this time.

ITS

1. #3304/#3541 (Jim Daniels/Chris Dryden) Classify the MX5 in ITS
This car is classified in ITR and will be monitored there.
2. #3398 (Ben Phillips) Reclass 97-99 Boxster to ITS
This car is classified appropriately in ITR.

ITB

1. #3425 (Thomas Thompson) Move 95-98 Neon to ITB
This car is classified appropriately in ITA.

SUPER TOURING

1. #3263 (Greg Amy) STL Rules Request - Disallow seam welding in STL
Thank you for your input. This modification is within the philosophy of the class.

STL

1. #3683 (Sean Sweeney) Get rid of 2.5 percent weight addition for RWD cars in STL
Thank you for your input. Our concern is that other cars in the class would not be able to meet the required weight.

PRODUCTION

EP

1. #3447 (Guy Marvin) Eliminate Alt Transmission Weight Penalty for Datsun 240z
We have adjusted this car and will continue to monitor this car and class. The alternate transmission weight adjustment will remain part of the class philosophy for Production cars.
2. #3522 (Kevin Leigh) Reclassification of Caterham from EP to FP
This car is competitive as classified in E Production and has too much potential for F Production.

AMERICAN SEDAN

1. #3585 (Jeff Werth) Allow 8 sleeves for AS class
Past member input has consistently been for maintaining the current engine rules and against allowing any additional engine building processes that include a higher performance potential. One such process is the sleeving of all cylinders.

Among possible effects are: allowing for higher RPM because of a much stiffer assembly; improved flow if the sleeves are offset a bit to un-shroud the valves.

SHOWROOM STOCK

1. #2146 (Rob Piekarczyk) Allow Mazdaspeed Coil-over kit
See letter #3339 in the December Fastrack for approved sway bar kit.

SPEC MIATA

1. #3383 (Rob Burgoon) Delete aftermarket lip spoiler for NA and NB
Thank you for your input. The rule is appropriate as written.
2. #3558 (Tyler Vance) Larger RP for VVT Cars
We will continue to monitor the performance of this model of car. There is no demonstrated need for a change at this time.

TOURING

1. #3403 (Steven Glaab) Touring car eligibility
See January Fastrack. SS eligibility will be reduced to 10 years.

T1

1. #3595 (Chris Ingle) Reduce the weight of the standard LS3 Corvette to 3350
Thanks for your input. Car is competitive as classed; the car was second on the grid at 2010 Runoffs®.

T2

1. #3391 (Jason Ott) Weight reduction for MZ4 Coupe
The car is competitive as classified. We will continue to monitor the performance of the car.
2. #3436 (Don Knowles) 2011 T2 Solstice competition adjustment--remove intake restrictor
Thank you for your detailed letter. After reviewing all the points of your letter against data from the Runoffs (the car was on the pole for the 2010 Runoffs) and with a recently updated brake package, no changes will be made at this time, but we will continue to monitor the car.
3. #3513 (Robb Bonanno) Request competition adjustment for Lotus Elise / Exige
The car is competitive as classed.

PREVIOUSLY ADDRESSED

SUPER TOURING

STO

1. #3346 (Joe Aquilante) Allow use of crate motors at Lower weights
Addressed in 2011 GCR. See 9.1.4.1.H.

STU

1. #3497 (Mitch Schwartz) Add the 2000 Boxster S to the STU class
See letter #3406 in the January 2011 Fastrack.

TOURING

1. #3360 (Timothy Buck) Positive competition adjustment request for Mazda cars in Touring
See December Fastrack letters #3076 and #3338.

NO ACTION REQUIRED

GCR

1. #3555 (Chris Eckles) Flat Plate Intake Restrictor issue
We recognize a round hole flat plate restrictor does not fit every application. That is why the new Technical Glossary item includes the following: "Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements..."
2. #3571 (Steve Davis) Runoffs scheduling
Thank you for your thoughtful letter. It will be taken into consideration in future planning.
3. #3572 (Peter LeSueur) Runoffs '11 format
Thank you for your input. It will be taken into consideration in future planning.
4. #3575/#3744 (James Wiley/Joe Camilleri) HANS Devices
Thank you for your input.

GRAND TOURING

GT1

1. #3520 (Robert Logsdon) Add the LS6, LS2 & LS3 engines for GM GT-1
Items 1 and 2: already allowed - see GT1 specifications.

Item 3: To run the Holley 4150 carburetor, the specified weight for the engine displacement must be used.

GT3

1. #3408 (James Burke) Regarding GT3 Mazda 13B weight (Response to Dec Fastrack)
Thank you for your input. Performance will be monitored.
2. #3529 (Shane Miller) Need guidance for building our customers SCCA GT race cars
This car cannot be classified because it does not meet minimum yearly production requirement (9.1.2.B.4)

IMPROVED TOURING

ITA

1. #3244 (Jim Bishop) Re-classification to ITB: Toyota Celica GT Liftback/Coupe (94-99)
Thank you for your input. Car is correctly classified using process; no adjustments are appropriate at this time.

SPEC MIATA

1. #3448 (Tom Sager) Competition Adjustments - Request Weight Reduction for 94-97 Miat
The weight was reduced to 2365 recently. We will continue to monitor the performance of the car with the new weight.

TOURING

T2

1. #3492 (Cheyne Daggett) Clarify the 2005-11 Mustang GT Spec Line
See letter #3707 in TB 11-02.

RESUMES

1. #655 (Travis Nordwald) ITAC Resume
Travis Norwald submitted his resume and has been appointed to the ITAC for 2011.
2. #3573 (Charles Broring) Resume for ITAC
Charles Broring submitted his resume and has been appointed to the ITAC for 2011.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2011

NUMBER: TB 11-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/11 unless otherwise noted.

GCR

- #3570 (Ryan Miles) Address the Snell SAH2010 addendum to SA2010
In 9.3.20.C.2, insert "*or SAH2010*" after "Special Application (SA2000)".
[This recognizes the addendum to SA2010 for pre-installed HANS anchor points.]
- #3779 (John Snow) Tech Bulletin #TB 11-01
Correct 3.1.7.D as follows: move the first sentence to a new 3.1.7.F so that 3.1.7.D reads "*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.*" and 3.1.7.F reads: "*Novice license holders may participate unless specifically excluded in the event Supplementary Regulations.*" [Thanks for catching this.]
- #3505 (Scott Sanda) Allow removal of front door wiring with NASCAR bar installation
In 9.4.D, fourth sentence, add after "map pockets", "*wiring harnesses for door locks, windows, power mirrors, seat wiring, etc.,*"

Formula

FA

- (Multiple) Adjustments for large displacement engines
On 12/22/10, the CRB published the engine table competition adjustments below on the SCCA web site forum to provide competitors as much advance notice as possible. The CRB received letters supporting and opposing the adjustments, as did the Board of Directors. In response to these letters and a BoD request to revisit these specifications, the CRB discussed the points raised by all parties in considerable detail. The result of this deliberation is that the CRB affirms the competition adjustments. The CRB considers these to be necessary adjustments based on known power levels for fully race prepared engines of various displacements (in GT3 and GTL) and known power levels for a limited sample of "low" compression engines in various displacements from 1600 to 2500cc. The CRB intends to monitor these changes and to make additional adjustments as necessary to maintain fair competition and so that large displacement engines remain a viable choice for FA. Competitors should understand that not every engine, restrictor and weight combination will be appropriate in all chassis.

Effective 4/1/11, in 9.1.1.A.2, replace the Notes, Required Restrictor and Minimum Weight entries in Line E of the engine table with "*See Table E below*", and add the following table E following the current engine table.

<i>Table E</i>					
<i>Spec Line</i>	<i>Maximum Displacement (cc)</i>	<i>Maximum Compression Ratio</i>	<i>Maximum SIR (mm) / Minimum Weight</i>	<i>Maximum SIR (mm) / Minimum Weight</i>	<i>Maximum SIR (mm) / Minimum Weight</i>
<i>E1</i>	<i>1800</i>	<i>11:1</i>	<i>32/1155</i>	<i>33/1230</i>	<i>34/1305</i>
<i>E2</i>	<i>1800</i>	<i>Unrestricted</i>	<i>30/1155</i>	<i>31/1230</i>	<i>32/1305</i>
<i>E3</i>	<i>2000</i>	<i>10:1</i>	<i>32/1180</i>	<i>33/1255</i>	<i>34/1330</i>
<i>E4</i>	<i>2000</i>	<i>Unrestricted</i>	<i>30/1180</i>	<i>31/1255</i>	<i>32/1330</i>
<i>E5</i>	<i>2300</i>	<i>9:1</i>	<i>31/1205</i>	<i>32/1280</i>	<i>33/1355</i>
<i>E6</i>	<i>2300</i>	<i>Unrestricted</i>	<i>29/1205</i>	<i>30/1280</i>	<i>31/1355</i>
<i>E7</i>	<i>2500</i>	<i>9:1</i>	<i>31/1230</i>	<i>32/1305</i>	<i>33/1380</i>
<i>E8</i>	<i>2500</i>	<i>Unrestricted</i>	<i>29/1230</i>	<i>30/1305</i>	<i>31/1380</i>

Grand Touring

GT2

- #3370 (Charlie Cook) Adjust Panoz GTS power to weight ratio to equal the rest of the class
 - The engine is the largest in class and increasing the horsepower is not appropriate.
 - In 9.1.2, GT2, Panoz Esperante GTS, Notes, delete "~~Alternate rotor Brembo #09-A026.13 and #09-A026.23 allowed. Revised brackets or spacers are permitted to relocate the calipers.~~" [This permits brakes as specified in 9.1.2.F.4.j.]

Improved Touring

ITB

1. #2667/#3236 (Art Jaso/Steven Ulbrik) Recalculate weight in ITB for 89 Toyota MR2
In 9.1.3, ITB, Toyota MR-2 1.6L (85-89), change weight from ~~2525~~ to **2430**.

ITR

1. #3680 (Josh Sirota) Adjust the weight of the Toyota/Lexus I6 cars
In 9.1.3, ITR, change the weights for the following cars:
Lexus IS300 (01-02), from ~~3445~~ to **3025**
Lexus SC300 (92-00), from ~~3290~~ to **3165**
Toyota Supra (93-97), from ~~3220~~ to **3195**

ITS

1. #3071 (Christopher Childs) Put the 86.5-87 Supra through the process
In 9.1.3, ITS, Toyota Supra (86 1/2-87), change model years to 86 1/2-**92**, and change weight from ~~3380~~ to **3275**.

Super Touring

1. #3557 (Philip Royle) hood/trunk hinges for replacement panels
Clarify 9.1.4.C.6 as follows: "Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches **and hinges** may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed."
2. #3640 (Anthony Kalkandis) Engine Intake Requirements.
Clarify engine intake requirements as follows:
In 9.1.4.1.D.1, change "metering" to "**throttling**"
In 9.1.4.2.B.2, change "metering" to "**throttling**" and add "carburetor" as shown "(e.g., throttle body, **carburetor**)"
In 9.1.4.3.B.2, change "metering" to "**throttling**" and add "carburetor" as shown "(e.g., throttle body, **carburetor**)"

STO

1. #3449 (Rob May) Clarification for 3 rotor
In 9.1.4.1.H, correct second Mazda RX-7, by replacing Note to read: "**20B 3 rotor street ported engine permitted**"

STU

1. #3437 (Rob May) Allowance of specific turbo for Audi A4
In 9.1.4.2.H, Audi A4 Turbo, correct omission: in Notes, add "**IHI VF30 turbo permitted**"
2. #3603 (John Bauer) Clean Up STU Rules
Delete 9.1.4.2.G.4 since it is redundant in the spec line below.
3. #3604 (John Bauer) Clean up STU Rules
Delete 9.1.4.2.G.3 and create a new spec line below as follows:
Volkswagen Jetta TDI with Notes: "**Must comply with SCCA Pro Racing TDI Cup rules and weight. Diesel fuel must be used in accordance with 9.3.26.A.**"
4. #3122 (John Whitaker) Keep ex-World Challenge cars in STU
In 9.1.4.B, insert the following as the second bullet item:
 - **World Challenge Touring cars, with a VTS sheet dated 2009 or earlier, are eligible for classification in STU under the following criteria:**
 - **Cars will be approved on a case-by-case basis with supporting World Challenge VTS documentation**
 - **Competitors must have the VTS sheet, as approved, available for scrutineers when requested.**
 - **Weight will be set at the greater of the World Challenge weight plus 5% or the STU rules weight plus 5%.**
 - **Cars approved to run in accordance with their World Challenge VTS must adhere to those specifications and are not permitted to adopt general STU specifications.**
 - Note: World Challenge VTS cars are subject to adjustments (i.e., weight, restrictor) as necessary.**
5. #3796 (Robert Maples) Weights for turbocharged STU cars
In the October 2010 Fastrack, additional turbo restrictor sizes were added, but did not get carried forward in the 2011 GCR. With some small adjustments from those published earlier, add the following turbo inlet restrictors to 9.1.4.2.G.2:

34mm at 2340 lbs, 36mm at 2625 lbs, 38mm at 2935 lbs, 40mm at 3265 lbs.

STL

1. #3627 (Greg Amy) STL Rules Clean Up
Delete 9.1.4.3.E.2 in its entirety. [It is redundant with 9.1.4.O.12.]

- #3628 (Greg Amy) STL Rules Clean Up
Move 9.1.4.N.9, last sentence to new subsection 9.1.4.3.G.3. [This rule is STL-specific.]

Production

EP

- #3397 (Michael Heintzman) E-Production change request for parity (1.8 & 1.6 miatas pre 99)
In 9.1.5, EP, change weights of the following cars:
Mazda MX-5 / Miata 1.6L (-1993) from 2175 to **2125**
Mazda MX-5 / Miata 1.8L (90-97) from ~~Carb: 2175 F.I.: 2225~~ to **Carb: 2125 and F.I.: 2175**
Mazda MX-5 / Miata (94-97) from ~~2050/* 2101/** 2153~~ to **2000/* 2050/** 2100**
- #3445 (Greg Ira) Increase weight of 1999 Miata by 113 pounds
No change will be made to the Mazda MX-5 / Miata (99-02) at this time. However, the following changes will be made instead.
In 9.1.3, EP, change weights as follows:
BMW 318i/is (1991) from ~~2050/* 2101/** 2153~~ to **2000/* 2050/ **2100**
Mazda RX-8 (04-09) from ~~2450/* 2511/** 2573~~ to **2400/* 2460/** 2520**
Nissan/Datsun 240-Z from ~~2200/* 2255/** 2310~~ to **2150/* 2204/** 2258**
Nissan/Datsun 260-Z from ~~2300/* 2358/** 2415~~ to **2250/* 2306/** 2363**
Triumph TR250, TR6 from ~~2190~~ to **2140**

FP

- #3668 (Harold Flescher) Performance adjustments
In 9.1.3, FP, make the following weight adjustments:
Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500, 1500cc engine from ~~1660~~ to **1700**
Triumph Spitfire Mk. IV & 1500, 1296cc engine from ~~1680~~ to **1660**; 1493cc engine from ~~1660~~ to **1700**
Triumph Spitfire Mk.III from ~~1680~~ to **1660**

American Sedan

- #3750 (CRB) Add transmission gear ratios to Camaro/Firebird/Mustang full prep spec lines.
In 9.1.6, add the following alternate gear ratio sets to the Gear Ratio entries for all Mustang, Camaro/Firebird full preparation cars. [This information did not get transferred to the spec lines when the transmission rules were rewritten.]

Applies to Camaro & Firebird (82-92), Camaro & Firebird (93-02), Mustang Incl. Cobra & Cobra R (79-93), Mustang Incl. Cobra thru 95 (94-98), Mustang Incl. Cobra (99-04), Mustang GT (05-09).

“Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.”
- #3766 (CRB) Transmission clarification
Clarify 9.1.6.D.3.k by modifying the first sentence as follows:
“Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line ***(with a tolerance of +/- .05 per gear). Forward gears must be helical cut forward gears with a minimum angle of 15 degrees.***”

Showroom Stock

None.

Spec Miata

- #3574 (CRB) Add Mazda part numbers for timing wheels
Clarify 9.1.8.C.1.p.6, by adding a specific Mazda part as follows:
“For 1999-2005 model years only, it is permitted to alter the ignition timing ***either*** by elongating the mounting holes of the ***stock*** crankshaft position sensor trigger wheel ***or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ.***”
- #3741 (Jarrod Igou) Clarify tire rule in GCR
In 9.1.8.C.6.c.1, delete “In addition, the Toyo R888 will be allowed through the second national race weekend in each division. Starting with the third national race weekend in each division, all cars shall use the Toyo Proxes RA1 only.” [Thank you for pointing this out.]

Sports Racing

CSR

- (Multiple) Adjustments for large displacement engines
On 12/22/10, the CRB published the engine table competition adjustments below on the SCCA web site forum to provide

competitors as much advance notice as possible. The CRB received letters supporting and opposing the adjustments, as did the Board of Directors. In response to these letters and a BoD request to revisit these specifications, the CRB discussed the points raised by all parties in considerable detail. The result of this deliberation is that the CRB affirms the competition adjustments. The CRB considers these to be necessary adjustments based on known power levels for fully race prepared engines of various displacements (in GT3 and GTL) and known power levels for a limited sample of “low” compression engines in various displacements from 1600 to 2500cc. The CRB intends to monitor these changes and to make additional adjustments as necessary to maintain fair competition and so that large displacement engines remain a viable choice for CSR. Competitors should understand that not every engine, restrictor and weight combination will be appropriate in all chassis.

Effective 4/1/11, in 9.1.1.A.2, replace the Notes, Required Restrictor and Minimum Weight entries in Line L of the engine table with “*See Table E below*”, and add the following table L following the current engine table.

<i>Table L</i>					
<i>Spec Line</i>	<i>Maximum Displacement (cc)</i>	<i>Maximum Compression Ratio</i>	<i>Maximum SIR (mm) / Minimum Weight (lbs)</i>	<i>Maximum SIR (mm) / Minimum Weight (lbs)</i>	<i>Maximum SIR (mm) / Minimum Weight (lbs)</i>
<i>L1</i>	<i>1800</i>	<i>11:1</i>	<i>32/1225</i>	<i>33/1300</i>	<i>34/1375</i>
<i>L2</i>	<i>1800</i>	<i>Unrestricted</i>	<i>30/1225</i>	<i>31/1300</i>	<i>32/1375</i>
<i>L3</i>	<i>2000</i>	<i>10:1</i>	<i>32/1250</i>	<i>33/1325</i>	<i>34/1400</i>
<i>L4</i>	<i>2000</i>	<i>Unrestricted</i>	<i>30/1250</i>	<i>31/1325</i>	<i>32/1400</i>
<i>L5</i>	<i>2300</i>	<i>9:1</i>	<i>31/1275</i>	<i>32/1350</i>	<i>33/1425</i>
<i>L6</i>	<i>2300</i>	<i>Unrestricted</i>	<i>29/1275</i>	<i>30/1350</i>	<i>31/1425</i>
<i>L7</i>	<i>2500</i>	<i>9:1</i>	<i>31/1300</i>	<i>32/1375</i>	<i>33/1450</i>
<i>L8</i>	<i>2500</i>	<i>Unrestricted</i>	<i>29/1300</i>	<i>30/1375</i>	<i>31/1450</i>

Touring

- #3501 (Jason Berkeley) Allow fog-light removal for use as brake duct opening
Clarify 9.1.10.D.6.a.5 by replacing the existing text as follows: “*Any brake ducts are permitted, but they must serve no other purpose and must mount without modification to any components, except for the creation of duct intake openings. Duct intake openings may only be created by the removal of an auxiliary or fog light assemblies. A total of 2 light assemblies may be removed. The stock headlamp location is not permitted for brake ducting. If car is not equipped with an auxiliary or fog light assemblies, 2 alternative duct openings may be created by the removal of 2 sections up to 14.5 square inches of stock false grills originally located in the front fascia. No part of the fascia may be modified. The ducting must not be visible from outside the car.*”

T1

- #3599 (Jason Berkeley) Allow Various Dry Sump Manufacturers to Same Spec as Approved ARE
In 9.1.10, T1, Chevrolet Corvette C6 Coupe/ Grand Sport (2010) (05-10) and Chevrolet Corvette Grand Sport (2010), in the Notes, add the following alternate dry sump kit after the ARE dry sump kit parts listing:

“Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001.”

T2

- #3706 (CRB) Chevrolet Camaro (2010)
In 9.1.10, T2, Chevrolet Camaro (2010), change model description and years to Chevrolet Camaro **SS** (2010-2011), change tire size from ~~245/40 (F)-275/40 (R)~~ to **295/35 max. (F&R)**, and change weight from ~~3990~~ to **3750**.
- #3708 (CRB) Ford Mustang GT (2011-2012)
Correct 9.1.10, T2, Ford Mustang GT (2011-2012) as follows: change car description to “Ford Mustang GT **5.0L** (2011-2012)”, change tire size from ~~285 (F)-305 (R)~~ to **295/35 max.** and final drive ratio from ~~3.73~~ to **3.31**.
- #2601 (George Curtis) use of aftermarket hardtop
In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09) and Saturn Sky Red Line (07-09), add to Notes: “*Any aftermarket top allowed if material, size, shape and weight are the same as factory top.*” [Added due to demonstrated availability problem of factory top.]

4. #3382 (Robb Bonanno) Allow the use of the G-PAN oil pan in all Elise/Exige Variants
In 9.1.10, T2, all Lotus models, add to Notes after “Moroso Oil Pan part # 20970 is allowed.”, “*G-PAN Baffled Oil Pan is allowed.*”
5. #3506 (Scott Sanda) Allow Removal of Passenger Seat Wiring
Clarify 9.1.10.D.9.d.1 as follows: “Front passenger seat, rear seat back, rear seat bottom cushion(s), *all seat-related wiring*, sun visors, seat belts and their attaching hardware and bracketry may be removed.”
6. #3508 (Scott Sanda) Rear heating ducts. (Allow removal and modification)
In 9.1.10.D.9.a.2, change “driver’s seat” to “*driver’s seats*”. [This should have been changed when passenger seat removal was permitted.]
7. #3705 (CRB) Cadillac CTS-V Weight and Wheel Size
In 9.1.10, T2, Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), change tire sizes from ~~245/45 or 275/35 max.~~ to *295/35 max.* and change weight from ~~3750~~ to *3650*.
8. #3707 (CRB) Ford Mustang Coupe GT & Shelby GT (2005-2011)
Correct 9.1.10, T2, Ford Mustang Coupe GT & Shelby GT (05-11) as follows: change description and model years to “Ford Mustang Coupe GT & Shelby GT *4.6L (05-10)*”.

Classify *Ford Mustang Coupe GT & Shelby GT 5.0L (05-10)* on a new spec line with same specs as the 4.6L except that engine bore, stroke and displacement are the same as the 2011-2012 Mustang GT and add the following entry in the Notes: “*2005-2010 Mustang GT 4.6L may be converted to 2011-2012 5.0 liter specifications; if done, all drivetrain components must updated to the later model; VIN number will be disregarded for this conversion.*”

T3

1. #3055 (CJ Moses) T3 Classification request for Mitsubishi Ralliart
In 9.1.10, T3, classify the Mitsubishi Lancer Ralliart as follows:

T3	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mitsubishi Lancer Ralliart (2009-2011)</i>	<i>86.0 x 86.0 1998</i>	<i>2635</i>	<i>18 x 8 (F) 18 x 8 (R)</i>	<i>215/45 (F) 215/45 (R)</i>	<i>3.655, 2.368, 1.754, 1.322, 0.983, 0.731</i>	<i>4.062</i>	<i>(F) 294 x 26 Vented (R) 302 x 10 Solid</i>	<i>3100</i>	<i>35mm Turbo Inlet Restrictor required. Optional springs, 250 lbs, front, 300 lbs, rear, permitted.</i>

SOLO EVENTS BOARD

SEB MINUTES | December 15, 2010

The Solo Events Board met by conference call December 15th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, Dave Hardy, and Bryan Nemy; BOD members Dick Patullo and Lisa Noble; Doug Gill, Brian Harmer and Ryan Miles 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

- The SEB thanks Tina Reeves for her service to the club as a Solo Events Board member and as its Chair.

DIVISIONAL POSITIONS

- The SEB has appointed David Steger as the SEDIV Divisional Solo Safety Steward.
- The SEB has appointed Scott Hearne as the GLDIV Divisional Solo Events Steward (ref. #3037).
- The SEB expresses thanks to Chuck Jarvie for his service as a Divisional Solo Safety Steward.

STOCK

- The SEB has appointed Mike Wood and Sam Strano to the SAC.
- The SAC has indicated its intention to place the Ford Boss 302 Mustang Laguna Seca Edition on the Stock exclusion list when the car becomes available. It is anticipated that the regular edition of the Boss 302 Mustang will be classed in BS.

STREET TOURING

- The SEB has appointed Jason Rhoades to the STAC (ref. #3202).
- Per the STAC, the following package of rules/classing changes is submitted for member comment, effective 1/1/2012. This package of changes is designed to achieve the following:
 - Make a wider variety of cars competitive. Specifically, the ST class will now be targeted at newer, heavier FWD sedans such as the Mini Cooper, Mazda 3, Acura RSX, Toyota Corolla and Scion tC, as well as the new small FWD "microcars" (e.g. Mazda 2, Honda Fit, Ford Fiesta, Toyota Yaris)
 - Give competitors a wider variety of solutions to the allowed modifications.
 - Maintain as much of the current competitive landscape as possible.
 - Eliminate "class-hopping", where a car is run in multiple ST classes
 - Make it easier to verify rules compliance, both for competitors and for officials
 - Unify allowances across the category to minimize impact of classing changes

Where multiple options appear, members are requested to indicate their preference in that particular area.

Classing:

All eligible vehicles for a class will be specifically listed in Appendix A, as opposed to the current formula-based method. Future versions of this proposal will include the actual vehicle lists, but a summary of the classes is as follows:

ST – All currently eligible ST cars with the exception of the following:

- Honda Civic (86-2000)
- Acura Integra (90-2001)
- Sentra SE-R (91-94)
- Nissan NX2000 (91-94)
- Toyota Celica (94-2005)
- Dodge/Chrysler Neon
- Subaru Impreza 2.5 RS (98-2001)
- Nissan 240SX

STS – All currently eligible STS cars plus those excluded from ST above.

STX – All currently eligible vehicles except those currently eligible for ST

STU – All currently eligible vehicles except those currently eligible for STX

STR – All currently eligible vehicles

Preamble:

Replace first paragraph of 14.0 with:

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

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

Brakes:

Replace the 14.6 subsections with the following:

A. Non-Standard brake rotors are permitted, provided they are of equal or larger weight and dimensions (diameter and thickness), and the rotor disc is made of ferrous material (e.g. iron).

B. Brake lines may be substituted with alternate DOT approved flexible brake lines.

C. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/ structure for their use. They may serve no other purpose.

D. Original equipment ABS braking systems may be electrically disabled, but may not be removed or altered in any other way.

E. Drum brakes may be replaced with disc brakes. Disc brake rotors for such a conversion must be equal to or greater in diameter than the inside diameter of the standard brake drum. Drum-to-disc brake conversions must be bolted, not welded to the axle/control arm/upright.

F. A functioning emergency brake of the same type, operation, and actuation as OE must be present

G. Brake calipers may be replaced, provided the number of pistons is equal to or greater than the original number of pistons. Caliper mounting brackets may be replaced to accommodate this change, but may serve no other purpose. Alternate caliper brackets must bolt to the original caliper bracket mounting location(s). The alternate caliper and bracket assembly must be no lighter than the Standard assembly.

H. Changes to backing plates/mounting brackets/brake lines to accommodate the above are permitted but may serve no other purpose.”

Note: This standardizes the ST category on a modified version of the STX/STU allowance, the intent of which was to accommodate track-day “big brake” packages, not as a means to reduce weight.

Engine Management (ECU):

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

Change 14.10.F to read as follows:

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

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing

2. Supplementary (“Piggyback”) ECU may be used subject to the following restrictions:

a) Connects between the standard ECU and its wiring harness only.

b) *Must be plug-compatible with the standard ECU (no splices).*

3. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of

engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.

4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.

5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.

6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.”

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

Catalytic Converters – Option #1:

Replace 14.10.E with the following:

“14.10.E Non-standard catalytic converter(s) are allowed, but must mount in the same location (relative to the chassis), as the OE converter(s). All but the primary converter(s) may be removed. Catalytic converters must be of the OE type (i.e. oxidation, three-way, etc.). If the replacement catalyst substrate/core is shorter than the original, it must be located entirely within the length of the original”.

Note: This standardizes the category on a compromise version of the existing ST/STS/STR & STX/STU rules variants, allowing removal of pre-cats, but requiring a specific location for the remaining main converter. This supports the street-oriented exhaust aftermarket's use of the main cat's inlet/outlet as locators for header termination and cat-back inlets while minimizing any benefit to custom-built long-tube race headers. At the same time, it removes the application-specific EPA labeling requirements making sourcing easier.

Catalytic Converters – Option #2:

Replace 14.10.E with the following:

“14.10.E Non-standard catalytic converter(s) are allowed. All but the primary converter(s) may be removed. Catalytic converters must be of the OE type (i.e. oxidation, three-way, etc.). The inlet of the primary converter(s) may be relocated within 6” rearward along the piping flow path.”

Note: This standardizes the category on a reworked version of the existing STX/STU allowance. This gives ST/STS/STR competitors additional leeway in fabricating exhausts, while facilitating use of long-tube headers. It also removes all EPA labeling requirements.

Limited Slip Differentials – Option #1:

Status quo, no change to 14.10.K.

Note: Maintains parity by limiting the advantage of higher horsepower cars in both ST and STS. If cars need to be down-classed in the future, then competitors may have to remove LSD's.

Limited Slip Differentials – Option #2:

Modify 14.10.K to apply the existing STR/STX/STU LSD allowance to all ST classes.

Note: This would minimize the LSD-removal impact of any future down-classing of cars, at the expense of an immediate upgrade for most current ST/STS competitors. Street Touring is premised as a bolt on category and aftermarket diff installation is not generally bolt on. LSDs are not available for many of the newer target ST cars which may hurt diversity. May require moving some cars to different classes than those listed in the above proposal to compensate for the addition of an LSD (e.g. 94-97 Miata -> STR).

STREET PREPARED

- The SEB has appointed Matt Palombi to the SPAC (ref. #3017)

- Per the SPAC, the following class change proposals are published for member comment:

- Move from DSP to FSP as follows (ref. #2170):

Honda

Prelude ('83-'87)

Prelude ('88-'91)

- Move from BSP to ESP as follows (ref. #3462):

Nissan

350Z ('03-'08)

- Per the SPAC, the following rule change proposal is published for member comment:

- Add to 15.6.A as follows (ref. #2447):

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

STREET MODIFIED

- Vacancies are anticipated on the SMAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.

PREPARED

- The SEB has appointed Chris Raglin to the PAC (ref. #2829).
- The PAC and SEB are interested in adding someone to the PAC 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.
- The following listing change proposal (ref. #3496) is published here for member comment: change the listing for the Lotus Elise/Exige in Appendix A, class F Prepared, to read as follows:

Lotus

Elise & Exige – Series 2 (normally-aspirated) (2005-2010)

- The PAC is recommending the following rule change proposal is being submitted for member review and comment (ref. #3272, 3167, 3343):

- Change Section 9.b.of Appendix A for X Prepared to read as follows:

"b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A, 10.a. Example: weight for a 1837cc RWD car is 1200 + (1.837 x 200) = 1567 lbs.

Engines with displacement less than 4.0 liters:

RWD: 1200 lbs + 200 lbs per liter

FWD: 1200 lbs + 150 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Engines with displacement of 4.0 liters or greater:

RWD: 1200 lbs + 180 lbs per liter

FWD: 1200 lbs + 130 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

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

Weight Adjustments:

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

Cars equipped with traction/stability control: + 50 lbs/liter

Cars equipped with active/reactive suspension: + 100 lbs

Cars equipped with ABS: + 50 lbs"

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

- In addition to those items reflected elsewhere herein, the following member items regarding Prepared category matters have been reviewed by the PAC and SEB: # 3144. The SEB and PAC thank this member for the input.

FORMULA JUNIOR / F125

- The KAC is seeking preliminary member feedback on the allowance of a 250cc four-stroke Shifter motor in stock form at a minimum weight of 420 lbs. as a Regional-only motor. This is for the purpose of evaluation and comparison to the current allowance of motors in F125 (ref. #2001).
- The KAC is seeking preliminary member feedback on increasing the current weight penalty for programmable ignition from 20 lbs. to 25 lbs. Along with this proposal, the KAC is looking for feedback on decreasing the current weight penalty of ICC motors from 35 lbs. to 25 lbs., to help align SCCA Solo with other current karting organizations (ref. #2056).
- The KAC is seeking preliminary member feedback regarding changing the class designation of Formula 125, otherwise known as "F125" to Kart Modified, otherwise known as "KM" (ref. #2835, 2836, 2847, 2888, 2904).
- The KAC is seeking preliminary member feedback regarding changing the class designation of Formula Junior A, B, C, otherwise known as "FJA", "FJB", "FJC", to Junior A, B, C, otherwise known as "JA", "JB", & "JC" (ref. #2904).
- The KAC has discussed the issue of Methanol use in the FJB Briggs Raptor motor. Due to the extra power it provides the FJB motor, the KAC has deemed it necessary to eliminate methanol as a fuel for FJB, **effective 6/1/2011**. The applicable rule will be changed to read as follows (ref. #3241, 3273):

"19.2.A.2.b.1. Briggs & Stratton Raptor

A. FUEL: *Gasoline*

B. WEIGHT: *Gasoline - 245 lbs*

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

- Per the KAC, all tires which were legal for Formula Junior classes in 2010 will again be legal for 2011. However, due to an apparent significant change in tread compound, the next version of the Bridgestone Y*C series (following YHC, YKC), tentatively designated the YLC, will NOT be approved, pending further review. For 2012 the KAC is anticipating instituting a spec tire for the FJ classes. At this time, the KAC is asking for member comment regarding what brand and designation that tire should be, taking into consideration the concepts of a long-wearing and a moderate-traction-level tire, as the current rules allow. Initial possibilities under consideration are the Hoosier R60, and the MG HZ or "Red" tires. Appropriate sizes, 4.5-5 (front or rear) and 6.0-5 (rear) will remain unchanged. Interested parties are requested to post comments via www.sebscca.com (ref. #3589).
- In addition to those items reflected elsewhere herein, the following member items regarding Kart and FJ category matters have been reviewed by the KAC and SEB: #3320, 3648. The SEB and KAC thank these members for their input.

NOT RECOMMENDED

- Stock classification of Cadillac CTS-V (ref. #3045). The SAC has reviewed this car and finds it consistent with the performance level of its current class (F Stock).
- Street Prepared AWD wheel/tire allowances (ref. #3417). The SPAC does not feel this change is necessary.
- Formula Junior class status (ref. #3358). The SEB does not feel this change would be in the best interests of these classes.
- Formula Junior spec class (ref. #2899). The KAC has reviewed the rules and is taking the idea under advisement but currently does not believe this will benefit the class as a whole.

TECH BULLETINS

1. Street Prepared: Add new subsection 15.2.J.4 as follows: "*Cages which utilize door bars that protrude into the door panel must comply with all other GCR requirements for roll cages.*" (ref. #1758)
2. Street Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, Street Prepared Category (ref. #3328):

Volvo S40 ('95-'04)	DSP
Volvo S40 ('05-'11)	DSP
3. Street Prepared: Per the SPAC, add as a new 6th sentence of 15.8.H.4 as follows: "*A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from stock the spindle mounting location from the control arm plane.*" (ref. #3355)

4. Prepared: Per the PAC, the Mazda Rx-7 and Rx-8 listings in Appendix A, class F Prepared, are clarified to read as follows (ref. #3369):

RX-7 (12A or 13B, bridge or peripheral porting allowed) (1979-85)

Alt engine: Renesis

Displacement: 12A – 2292 cc; Renesis/13B – 2616 cc

RX-7 (13B, bridge or peripheral porting allowed) (1986-91)

Alternate Engine: Renesis

Displacement: Renesis/13B – 2616 cc

RX-8 (bridge or peripheral porting allowed)

Alternate engines: 12A or 13B

Displacement: 12A – 2292 cc; Renesis/13B – 2616 cc

Standard intake manifold may be used.

Comment: The revised listings specify the effective displacement for each vehicle.

5. Formula Junior: per the KAC, effective immediately, the following subsection is added to 19.2.A.2.b (ref. #3379):

“6. *Clone Motors (REGIONAL ONLY)*

A. *FUEL: Gasoline*

B. *WEIGHT: 250lbs*

C. *Motor must remain completely STOCK with the exception that the “governor” may be removed”*

Comment: Per the KAC, the Clone motor has been reviewed by the committee many times in recent years since its introduction in the Sprint racing community. The most recent input has given the KAC much more data with which to make a decision and the KAC would like to phase in this motor as a very inexpensive (\$150) option for Formula Junior B.

6. Formula Junior: per the KAC, effective immediately, The Rotax Mini-Max subsection of 19.2.A.1.b is updated to read as follows (ref. #3587):

“4. Rotax Mini-Max

A. FUEL: Gasoline and oil

B. WEIGHT: 305 lbs

C. Carburetor, clutch, radiator, and exhaust as supplied with engine from Manufacturer. Exhaust and carburetor restrictors must be used in accordance with Rotax Mini-Max rules.

D. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.

E. Rotax Motor Identity Card (AKA Passport) is required for proof of sealed motor.”

Comment: The KAC feels that bringing the weight up 20 lbs, equal to that of the KT100, will solve the performance discrepancy. It is believed that the Rotax would be faster than anything else in FJA.

RALLYCROSS BOARD

RXB MINUTES | December 13, 2010

The RallyCross Board (RXB) met via conference call December 13. Attending were Bob Ricker, Chairman, Tom Nelson, Brent Blakely, Karl Sealander, Ken Cashion, Warren Elliott, and Stephen Hyatt. Also in attendance were Pego Mack and Howard Duncan from the National Office.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Brent Blakely reported that he is working with Tom Nelson to update the Safety Steward Training based on the original document created in 2003. The basis for the changes revolves mainly around a PowerPoint presentation, course degradation, and how to react and respond to incidents. Their goal is to have it completed before the 2011 National Convention so that some Divisions can use it for their own conventions prior to the National Convention presentation.
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that in an effort to get an outside, independent opinion he has asked individuals from the Solo community to review and comment on the RallyCross Rules. Also, he would like the Committee to address pre-run or permanent courses in future editions of the RallyCross Rules. Howard Duncan agreed to send the reference to such courses in the Solo rules to Warren for consideration.
3. National Championship Committee (Ken Cashion): Ken Cashion distributed the proposed National Supplementary Regulations, in which the Committee addressed the revamping of class inspection regulations. Also proposed is a more specific class disclosure form for Stock and Prepared classes to be attached to the Supplemental Regulations as an appendix. The RXB discussed at length the areas that need refinement. Motion: Use the current proposed National Supplementary Regulations for the first four National events of 2011. Hyatt/Blakely – Approved (all).

Old Business

1. Annual RallyCross Awards: Recipients were selected by the RXB for the annual RallyCross awards to be presented at the 2011 National Convention.
2. E-Blast (Stephen Hyatt): Stephen Hyatt reported that RallyCross' first E-Blast should be distributed within a week and future E-Blasts will be done without direct National Office involvement.
3. Rocky Mountain Divisional Steward: Ken Cashion reported that the proposed new Rocky Mountain Divisional RallyCross Steward, Bryan Tippens, has been trained and is ready to start the position once his paperwork is submitted. Motion: Appoint Bryan Tippens as Rocky Mountain RallyCross Steward. Cashion/Hyatt – Approved (all).
4. Rally America Update: Howard Duncan reported that he had a conference call with Rally America officials about branding clarity. It was decided in that meeting that both organizations would continue to consider branding changes and to use in the meantime the organization names as part of the branding, e.g. SCCA RallyCross. Howard reported that there is a spirit of cooperation and noted that the SCCA holds the copyrights to the "RallyCross" name.
5. RXB Minutes Posting at Forums: Ken Cashion reiterated his request to have the RXB Minutes posted on the RallyCross forums. Howard Duncan explained the need to have BOD approval for such a request and agreed to approach the BOD about the possibility of posting minutes at the forums.
6. National Convention Seminars Update – what, who, when: The National Convention schedule is now posted at the SCCA website. The seminars will be presented by the following: RallyCross Regional Best Practices by the RXB; New RallyCross Programs by Bob Ricker; Competitor Session/Safety by Tom Nelson and Brent Blakely; Town Hall by the RXB; and Rules Discussion by Warren Elliott.

New Business

1. RallyCross Accomplishments: A summary of 2010 RallyCross accomplishments will be presented to the BOD at the 2011 National Convention. Bob Ricker will put together and make the presentation. He will provide a preview for the next RXB meeting.
2. National Events Schedule: Pego Mack reported that the National Events calendar is posted at the SCCA website. Brent Blakely said he might need to change San Francisco Region Challenge date to May, so changes to the schedule may be

pending.

3. Dirty Pictures: The award for outstanding RallyCross pictures will not be awarded this year as the promotional possibilities and deadlines are past. Pego Mack will add the Dirty Pictures Award for 2012 to the National Convention agenda.
4. Rules Exception: The RXB discussed a rules exception to allow 15 year-old to compete in the Eastern States Championship. Warren Elliott summarized the situation and shared the 15 year-old competitor's résumé. A decision was tabled until the next RXB meeting. The RXB discussed at length the issue of granting such exceptions on a case-by-case basis or making a rules change to allow participation by a driver holding a learners permit, similar to Solo's rules. Bob Ricker agreed to send a letter to Phil Creighton of the BOD for clarification on the issue.

Next meeting: January 10, 2011

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

RRB MINUTES | December 15, 2010

The *RoadRally* Board (RRB) met via conference call on Wednesday, December 15, 2010. (December 6th RRB Meeting was postponed due to board member conflicts.)

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz and Lois Van Vleet. Eva Ames and Mark Johnson; members were not in attendance. Pego Mack, National Office was in attendance. Todd Butler and Michael Lewis, Board of Directors Liaisons were not in attendance.

The Final November 11, 2010 RRB Minutes were approved. (Wakemen)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

Arizona - Desert Sands NC (Feb 26) - English

Arizona - Gullible's Travails NC (Feb 27) - English

Pittsburgh, Steele Haul NC (May 14) - tentative

Pittsburgh, TBA NC (May 15) – tentative

Arizona, Global Warming NT (Aug 27) – tentative

Arizona, Copper Mine Trail NT (Aug 28) – tentative

Oktoberally, NC (Sept 17) - tentative

Badger Trails, NT (Sept 18) - tentative

USRRC 2011 California, NGTA TBD (Oct 21) - tentative

USRRC 2011 California, NC Highway Robbery (Oct 22) - tentative

USRRC 2011 California, NT Not My Fault (Oct 23) - tentative

2. 2010 Awards

Best Regional, Best Divisional and Robert Ridges nominees were discussed and the awards will be presented at the convention.

3. Convention

Discussion: Wakemen emailed the Strategic Plan (STRAP) to the RRB members and will be presented at the convention. This will be tabled for approval until next month to allow the other RRB members, not in attendance, to review it.

Website Convention Schedule has the Walking Rally on Saturday; which is wrong. The Walking Rally will be included at registration with instructions to hand it back in for scoring sometime before the Rally/Solo luncheon on Friday so the awards can be handed out at the luncheon. Pego will get the schedule changed. Town Hall meeting will be Saturday morning. *RoadRally* Town Hall meeting will be Saturday.

Lanz will present the Regional Rally Program Seminar.

The Safety Steward and Safety Steward Instructor Training Seminar will be Saturday afternoon, after the *RoadRally* Town Hall Meeting. Lanz will mail the current Safety Steward Video to Deena at SCCA Headquarters so she can make DVDs of it. Safety Steward Instructor Training Seminar will need a presenter and will need the manual and forms printed by Dena/SCCA Headquarters.

Safety Steward Video – ask Johnson after the holidays for the latest new version.

4. Rally Master Took Kit Update

Rally Master Tool Kit – Lanz wants the tool kit available to everyone, not just SCCA members. After discussion, it was agreed that all files really should be available to members only. Pego suggested that the Rules Committee needs to review the documents. And a link could be added to the new website for the Tool Kit making it easier to find. Lanz will send the documents slated for inclusion in the Toolkit to the Rules Committee and English for review.

5. Mentoring Program

Discussion: All agreed that a program to provide mentors to new rallymasters (or first-time National rallymasters) is needed. The head of the mentoring program should work closely with the Publicity Committee. Lanz made a motion to form a new committee

for the Mentoring Program. Motion approved.

6. Other Items

A motion was made and approved to lift Indy Region Ban from staging National Rallies in 2004 (Lanz/English). Wakemen will notify the Indy Region, effective immediately.

GTA Lifetime Points will be used for GTA entrants to place them in their proper Championship point category. Wakemen will send a clarification note to Bruce Gezon.

RRB received Mark Johnson's resignation (from the RRB) via email. His position opening will be announced in eBlast, the Forum and Inside Line as soon as possible, so a replacement hopefully can make it to the convention.

Old Business

Discussion: Gezon's 2-tier Points proposal. Changes will not be for 2011. It will be slated for discussion at the Convention Rally Seminar on Saturday - USRRC and Championship Points Discussion. Wakemen will notify Bruce Gezon of the meeting and will add it to the forum.

New Business

Lanz reported that someone was asking to put on a Tour Rally and sanction it as a Course Rally also. Stating there weren't enough Course rallies and wanted to run a Tour rally and declare it as a Course for points and there is nothing in the RRR's that clarifies it. After much discussion, it was pointed out that there has to be truth in advertising by the rally committee. A Sanctioned Tour Rally must be a Tour event with no 'traps' and must not count as a Course Rally for points. (RRR rules for the two types of rally conflict, so it would be hard to make one event serve both groups with identical GIs and NRIs.)

Pego announced a new Rally Liaison for 2011 will be Bill Kephart.

Next meeting: Monday, January 3, 2011 at 7:30 pm CST, via conference call.

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD

RRB MINUTES | January 3, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, January 3, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Eva Ames (partial attendance) and Lois Van Vleet. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was not in attendance.

The Final Revised December 15, 2010 RRB Minutes were approved. (Ames/English)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in **red** below.

2011 Rallies / Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

Arizona, Desert Sands NC (Feb 26) - English

Arizona, Gullible's Travails NC (Feb 27) - English

Pittsburgh, Steele Haul NC (May 14) - tentative

Pittsburgh, TBA NC (May 15) - tentative

Arizona, Global Warming NT (Aug 27) - tentative

Arizona, Copper Mine Trail NT (Aug 28) - tentative

Oktoberally, NC (Sept 17) – tentative

Badger Trails, NT (Sept 18) – tentative

USRRC 2011 California, NGTA TBA (Oct 21) - tentative

USRRC 2011 California, NC Highway Robbery (Oct 22) - tentative

USRRC 2011 California, NT Not My Fault (Oct 23) - tentative

2. RRB Member Applications

The RRB received and discussed the three applications in length from John Emmons, Mike Thompson and Chuck Hanson. There would be a conflict in having more than one member from the same region/area (Thompson, Emmons, Van Vleet), so we encourage Emmons and Thompson to re-apply next year after Van Vleet finishes her term. A motion was made to accept Chuck Hanson's RRB application. Motion was approved. (Lanz/Ames) Pego commented that the BOD will need to approve his appointment on the RRB at the convention.

3. Convention Update

Discussion: Wakemen emailed the Strategic Plan (STRAP) to the RRB members that will be presented at the convention. After discussion, the comment about the USRRC being THE Championship event will be changed to the (lower case) by Wakemen before the convention. Pego will post the final STRAP from Wakemen after changes.

Items to discuss at the BOD meeting:

- The new SCCA website progress (Pego reported it will not be up by the convention).
- Mentoring Program
- Guidelines for the private viewing versus the public viewing (non-member) of the SCCA Website, documents and forms.

Discussion: Weekend Memberships - Solo versus Racing versus Rallying. The \$5 amount that is paid to SCCA has a different effect on each venue. Also, many regions do not like forcing non-members to pay a \$5 Weekend Membership Fee for a co-op event with another club. Pego recommended that Lanz needs to have a conversation with Howard Duncan as a first step in requesting a change.

The Walking Rally will be included at registration with instructions to hand it back in for scoring sometime before the Rally/Solo luncheon on Friday so the awards can be handed out at the luncheon. *RoadRally* Town Hall meeting will be Saturday.

Pego reported that all the 2010 Awards have been ordered.

Lanz will present the Regional Rally Program Seminar – using GTA Rallies with question and answer session, as well as Regional Start Up to present. Lanz will email Deena at SCCA Headquarters the material to print off for the convention.

The February RRB meeting will be Friday afternoon.

Schedule: The Safety Steward and Safety Steward Instructor Training Seminar will be Saturday afternoon, after the *RoadRally* Town Hall Meeting. Lanz will mail the current Safety Steward Video to Deena at SCCA Headquarters so she can make DVDs of it. Safety Steward Instructor Training Seminar will need a presenter and will need the manual and forms printed by Deena/SCCA Headquarters.

Old Business - none

New Business - none

Next meeting

Friday, February 11, 2011 at the Convention.

Submitted by Lois Van Vleet, RRB Secretary.

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>