

## CLUB RACING BOARD

### CLUB RACING BOARD MINUTES | Feb. 1, 2011

The Club Racing Board met by teleconference on February 1, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, 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; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-03, 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. Unless otherwise stated, the effective date of these proposed rules will be 1/1/2012. Please send your comments via the form at <http://www.crbcca.com/>

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## FORMULA

### FB

- #3101 (Brandon Dixon) Clarify the shifting rules in FB

After reviewing input received from members requested in the December Fastrack (What do you think? item on shifters in FB) and considering the action recommended by the Formula and Sports Racing advisory committee (FSRAC), the CRB has decided to propose a rule change to the FB specifications. This decision was based on multiple factors. 1. A major premise on which the FB rules were developed was that the class was intended to be a place for both converted FC cars and for cars of new construction which were relatively simple and cost effective. In particular, it was not to be a place for open-ended innovation in the mold of DSR or CSR. 2. At the time the FB rules were developed, the current rule in 9.1.1.H.8.D did not anticipate recent ECU controlled shift systems. The CRB does not consider such systems to be either in the intended spirit of the class nor in its long term best interests. 3. Despite considerable effort on the part of the FSRAC, there does not appear to be a way to rewrite the rule that draws a bright line between various systems that employ electrical or electronic components and ECU controlled systems. Together, these factors have led us to propose a rule change for 2012 that will allow only mechanically controlled shifters in FB.

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

## PRODUCTION

- #3553 (Jud Scott) Allow removal of balance shafts

In 9.1.5.E.1.m and 9.1.5.E.2.m, add a new subsection 7 as follows: *"Any engine balance shafts and associated gears or pulleys may be removed and the resulting openings plugged (including those in oil passages). Alternate pulleys or gears, of the same number as stock, may be installed in the location of the balance shaft pulleys or gears if required for timing belt or chain operation; they must serve no other purpose."*

## AMERICAN SEDAN

- #2950 (Bill Schepergerdes) Allow use of paints and coatings on drive train components.

In 9.1.6.D.1.s, add the following: *"Unless otherwise restricted within the AS rules, paints and coatings are permitted on drive train components except for the following locations: internal engine block surfaces, internal cylinder head surfaces, internal intake manifold surfaces, and internal carburetor surfaces."*

## **SUPER TOURING**

### **STU**

1. #3831 (Ian Stewart) Help: Allow mini Cooper S to run JCW supercharger pulley in STU.  
In 9.1.4.2.G, vehicle table, Mini Cooper S, add to the Notes: "*JCW supercharger pulley permitted.*"

### **TOURING**

1. #3813 (Sam Ryan) Accusumps for T cars  
Add a new subsection 9.1.10.D.1.f.5 as follows: "*Accusump systems and related hoses and brackets are permitted in all Touring category cars.*"

### **T2**

1. #3674 (David Jones) Allow Accusump Oil Accumulator on T2 Pontiac Solstice  
In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09) and Saturn Sky Red Line (07-09), add to Notes: "*Canton Accusump #24-026, sandwich #24-700, valve #24-260, and related hoses and brackets are permitted.*"

## **CAR RECLASSIFICATIONS**

None

## **WHAT DO YOU THINK?**

### **FORMULA 500**

1. #3577 (Charlie Schlismann) Allow Aftermarket Pistons in F500  
For F500 Kawasaki and Rotax 494/493 engines, should replacement after market "OEM Type" cast aluminum pistons that are of the same design and dimensional specifications as OEM pistons be permitted? Advocates for this allowance cite cost reduction as the reason to permit them.

## **SUPER TOURING**

1. #3798/#4073 (Christopher Childs/Charles O'Toole) Include Non USDM Engines  
Should non-US market motors be permitted in STU? Engines, intakes/manifolds would be approved on a case by case basis.

## **MEMBER ADVISORIES**

The Club Racing Medical Director wishes to call members' attention to the Eject helmet removal system. See <http://www.ejectsafety.com/home.html> for information. Use by SCCA members is voluntary. Emergency Services personnel are encouraged to become familiar with this device.

## **SPEC MIATA**

Competitors are advised that the official SCCA Spec Miata shock absorber specifications are now available on this page on the SCCA web site: <http://www.scca.com/contentpage.aspx?content=74>

## **NOT APPROVED BY THE CRB**

### **GCR**

1. #3661 (Elsworth James) Provide Non-Ferrous definition  
Thank you for your input. There is no apparent need for such a definition.

### **FORMULA**

#### **FA**

1. #2970 (Matt Miller) Request for Bigger Restrictor for spec Swift 016  
Thank you for your input. The current restrictor is appropriate for this car and engine combination.

#### **FF**

1. #3342 (John Vlasits) Honda FF Restrictor plate  
We will continue to monitor the performance of these cars.

## **GRAND TOURING**

### **GT2**

1. #3666 (Al Wicht) classify Corvair/Yenko Stinger in GT-2  
Alternate displacement non-OEM engines are not being classified in GT2.

### **GT3**

1. #3665 (Al Wicht) reduce weight of 65-69 Corvair/Yenko Stinger by 150#  
This car was already given compensation in the revised GT3 tables. We will continue to monitor performance.

## **IMPROVED TOURING**

1. #3791 (Steven Elicati) Move the 1990-1993 Mazda Protege from ITA to ITB  
This car is classified appropriately.

## **SUPER TOURING**

### **STU**

1. #3832/#4072 (Ian Stewart/Charles O'Toole) Increase weight penalty for sequential gearbox  
Thank you for your input. Performance will continue to be monitored.
2. #4022 (Derek Catterfeld) Increase valve lift by 0.25 across the class  
Thank you for your input.

### **STL**

1. #3672 (Sean Sweeney) Allow the creation of a single air inlet duct in place of one of the headlight assemblies  
There are other permitted avenues for duct installation.
2. #3946 (Ian Stewart) Allow hood venting  
Thank you for your input.
3. #4056 (Kip VanSteenburg) Reduce weight for IT cars running in STU  
Thank you for your input

## **PRODUCTION**

### **EP**

1. #3709 (Ed Forrest) Please classify the AMC Spirit GT in EP  
This car has too large an engine for production racing. This car might be classified in GT car if requested.
2. #3738 (Bill Leitner) Front brake upgrade E30 BMW 325i  
Not recommended for this car at this time.

## **AMERICAN SEDAN**

1. #3547 (Alan Leshner) reduce weight of limited prep Firebird by 100#  
This car received a weight reduction in 2010. We will continue to monitor the performance of this car for a possible future adjustment.

## **SHOWROOM STOCK**

### **SSB**

1. #3036 (Joel Lipperini) Classify the 2005-2010 Lexus IS250 in SSB  
This car has too much potential for the class.

## **SPORTS RACING**

### **DSR**

1. #3388 (Jake Latham) E-85  
At this time the ability to field test for E85 is not available (E85 may contain up to 85% ethanol, but it may be much less).  
If in the future testing becomes feasible, this can be reconsidered. Thank you for your input and taking the time to suggest ways to improve our "Green" direction.

## **TOURING**

### **T2**

1. #3795 (Richard Kulach) Wheel size change for 370Z  
This car does not weigh enough to warrant larger wheels.

### **T3**

1. #3380 (David Mead) reduce weight/add suspension pack to 99-04 Mustang GT  
Weight was previously reduced to 3330 lbs. We will monitor the car when it is run.
2. #3734 (Michael Briskie) Improve turbocharger durability on Volkswagen FSI & TSI motors  
Alternate turbos are not permitted in Touring.
3. #3800 (James Shomar) Classing the Mazda 3 under T3 racing  
This car is not appropriate for T3. The car is classed in SSC.

## **PREVIOUSLY ADDRESSED**

### **SPEC MIATA**

1. #3817 (Jim Graffy) Toyo 888s back in?  
Thank you for your letter. See letter #3471 February Fastrack.

## **TOURING**

### **T2**

1. #3693 (Jason Berkeley) Equalize newly classed Mustang GT with Cadillac and Camaro  
Thank You for your input. See the Tech Bulletin in the February Fastrack.

## **NO ACTION REQUIRED**

### **GCR**

1. #1490 (Joseph O'Toole) Comment on #855 - Seat back braces  
Thank you for your input.
2. #3712 (Rob Burgoon) highlight tech bulletin in Fastrack  
Thank you for your input. The proposed rule change section of the Minutes and the Tech Bulletin are distinct and it should be clear which changes are proposed and which have immediate effect.
3. #3760 (John LaRue) Runoffs Invitations  
The current Runoffs invitation policy is in synch with other GCR requirements. It is a GCR requirement that each Division put on 6 National races each year. Your Division is satisfying that requirement since both the Grattan and Mid-Ohio events are Double Nationals. The calendar proximity of events to one another is a Division issue. We have forwarded your letter to your Division Executive Steward for his consideration.
4. #4060 (Butch Kummer) (More) Thoughts on the Runoffs Format  
Thank you for your input. Your ideas will be considered as we plan future Runoffs schedule formats.

## **FORMULA**

### **FF**

1. #3414 (Timothy Wise) FIT Fuel pressure regulation  
Thank you for your input. As you have been advised, HPD has agreed to test the regulators before shipping to customers.

### **F500**

1. #3274 (Jim Murphy) F5 MC Proposal - Delaying F6 will cause participation to drop for  
Thank you for your thoughts and suggestions.

### **FB**

1. (Multiple) Input regarding FB shifters  
Please see letter #3101
2. #3740 (Jon Lewis) Bodywork Clarification  
Mirrors are not considered bodywork.

## **GRAND TOURING**

### **GT1**

1. #3703 (Tim Lyons) Why were GT-1 Weights changed now?  
The original decision to withdraw the proposed change was based on very limited member input. The revised decision was based on additional member input received at and since the Runoffs.

### **GTL**

1. #3632 (Mark Ward) Stroke revisited  
The GTLite weight and restrictor table was just redone. We will continue to monitor the class. Bore/stroke ratio might be considered in the future if it is necessary for achieving competitive balance within the class.

## **IMPROVED TOURING**

1. #3752 (Tom Laird) IT Classifications – 2 liter Pinto  
This car is classified appropriately. Run groups at races are a regional decision.

### **ITA**

1. #3828 (Mark Andy) Is it legal to switch to base model manual rack?  
The rule is clear: updating or backdating the steering rack within a spec line is permitted.

### **ITC**

1. #3802 (Robert Clifton) Support for letter #3394  
Thank you for your input.

## **SUPER TOURING**

1. #4021 (John Slinkard) i-vtec  
Camshafts and valve timing are free. Camshafts and camshaft timing are free.

## **STU**

1. #3743 (Mike Wright) clarify eligibility rules  
All IT cars are eligible to compete in STU. We will continue to monitor performance.
2. #3794 (Ian Stewart) Allow Weight Correction in exchange for wheel width allowance  
Not within class philosophy.
3. #4072 (Charles O'Toole) reevaluate 9.1.4.M.3  
See letter #3832.

## **PRODUCTION**

1. #3721 (Jason Isley) Converting Right Hand Drive Cars?  
As long as the car is presented as a left hand drive car and is compliant with production specifications, there is no issue.

## **FP**

1. #3894 (Philip Royle) Allow ITA cars (with slicks) to run in FP  
Most ITA cars already are classified in Production. These cars can run if they conform to Production requirements such as the fire system and fuel cell or a stock fuel tank that is within the axle centerlines and between the frame rails. For ITA cars not classified in Production, a letter can be written to request classification.

## **SPORTS RACING**

### **CSR**

1. #3819 (Carl Liebich) Rescind competition adjustment for CSR engine rules  
Thank you for submitting your concerns. At this time a real performance advantage/disadvantage has not been demonstrated. We will continue to monitor the class.

## **TOURING**

1. #3714 (Jason Berkeley) Race Groupings to Allow T Cars to also run in ST and/or AS  
Thank you for your input. Individual regions are free to create race groups as they deem necessary to serve the cars that actually enter their races. We suggest that competitors who wish to run two classes that are often grouped together contact the Division Executive Steward or the individual region race chairs to request appropriate groupings.

## **T2**

1. #3688 (Richard Kulach) Consistency of "parts bin" rule decision.  
Although the rule change to allow "OEM parts bin" brake upgrades across the category was withdrawn, the CRB will continue to recommend such upgrades for individual cars. In the example you cite, the Pontiac Solstice and Saturn Sky are essentially the same car; the Sky was given the same upgrades as had previously been approved for the Solstice (these should have been done together).

## **T3**

1. #2198 (Rob Hines) Remove Restrictor from T3 Nissan 350Z  
See letter #3302 that addresses competitive balance within T3.
2. #3302 (John Costello) Requested changes for T3 from the drivers of T3 cars  
Adjustments (e.g., weights, sway bars, headers) have been made in the Mazdaspeed 3, BMW Z4 Coupe, Mazda RX-8, Nissan 350Z and Honda S2000 in the last few months. We will continue to monitor the class.
3. #3637 (Michael Jones) Suspension change- Support for letter #1351  
Thank you for your input.

## **RESUMES**

1. #3686 (Chas Dawson) resume for ASAC  
Mr. Dawson submitted his resume and has been appointed to the ASAC for 2011.
2. #3761 (Ron Tambourine) GT Advisory Committee Resume  
Thank you for your resume. It will be considered with others.

# CLUB RACING TECHNICAL BULLETIN

**DATE:** February 20, 2011

**NUMBER:** TB 11-03

**FROM:** Club Racing Board

**TO:** Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/11 unless otherwise noted.

## GCR

1. #3951 (CRB) Correct Appeal Fee  
In 8.4.3.A.4, delete “, unless the Court directs otherwise” to reflect actual current policy.
2. #4176 (CRB) Clarify 9.3.41  
Clarify 9.3.41 as follows: “Seats with a back not attached to the main roll hoop or its cross bracing may not be mounted to the stock on runners unless *only if* they are *were part of* the FIA homologated seats *assembly* specified in an FIA homologated race car.”

## FORMULA

### FA

1. #1817 (CRB) FA classification of Formula Speed2.0  
In 9.1.1.A, Table 2, add the following classification:

Car	Engine	Wheels	Aero	Transmission	Weight	Notes
<i>Formula Speed2.0 (FS2.0)</i>	<i>2.0 Liter Mazda MZR</i>	<i>(F) 8 (R) 10</i>	<i>Dual rear adjustable main planes. Front main plane is fixed. Front winglets are adjustable. Wings and bodywork are delivered with an FS2.0 marking that is to remain visible for scrutineering.</i>	<i>6 forward speeds and reverse with an open differential. No lift shift system.</i>	<i>1350</i>	<i>ECU map and engine shall be sealed by Hasselgren Engineering. FS2.0 sealed Ohlins TTX dampers. Goodyear 475 compound tires. Wheels must be 3 piece FS2.0 wheels with FS2.0 logo. Hasselgren Engineering spec FS2.0 intake must be used. No part of the car shall be altered from FS2.0 original parts, except for repairs that do not affect performance.</i>

### FV

1. #3996 (CRB) Correct FV manifold spec  
Replace 9.1.1.C.20.b.2 with the following: “*At no point in the bends of the horizontal tube may the average O.D. exceed 1.070 inches. Measurements will be taken four (4) times rotating around the circumference of the tube and averaged.*”  
[This was the language published in the December 2010 Fastrack. It was not transferred correctly to the 2011 GCR.]

### FE

1. #3474 (Mike Davies) SCCA Enterprises 2011 Updates  
In 9.1.1.J.1, add at the end: “*No modifications may be made to any part or system unless specifically permitted in these rules.*”

In 9.1.1.J.13, update as follows:

“Tires must run in sets of 4 as stated below:

*Hoosier “FE” Labeled Compound  
Front: PN: 43270FE, 21.5 X 8.0 - 13  
Rear: PN: 43301FE, 22.0 X 10.0 -13*

or

Hoosier R45, R45A, or R45B (SCCA Labeled) Compound  
Front: PN: 43270, 21.5 in X 8.0 in X13.0in  
Rear: PN: 43301, 22.0 in X10.0 in X 13.0 in

*Beginning 1/1/2012, only FE Compound PN 43270FE & 43301FE dry tires are permitted."*

In 9.1.1.J.7.a.18, update by replacing ~~WM301046~~ with **WM1131046**.

In 9.1.1.J.7.b.4, change as follows: "4th gear combination 18:22 1.22 *or 20:25 1.25 for 2011 / beginning 2012, only 20:25 1.25*".

In 9.1.1.J.7.b.5, clarify the first sentence as follows: "Differential – Only final drive ratio allowed is **12:33** 2.75."

In 9.1.1.J.21, add the following:

- g. Enterprises P/N WM11592302 Throttle Cam/Cable Update is recommended.*
- h. Enterprises P/N WM114001 Thermostat Kit is permitted.*
- i. Enterprises P/N WM 801004 Rotor Temp Bands are permitted.*

## GRAND TOURING

### GT1

- #4075 (CRB) Withdraw response to letter #3520

Due to an internal miscommunication, an incorrect response was given to letter #3520 in the February Fastrack. The response to letter #3520 in the February 2011 Fastrack is withdrawn.

The proper response is "Not Recommended". The history of the LS1 classification and clarifications to the GT1 rules are as follows:

The LS1 engine was allowed in the form specified in the GT1 specifications to accommodate ASA cars that wished to participate in SCCA races. The requirement that the OEM plastic intake manifold be used was intended to limit the output of the LS1. The ASA engines were sealed in that series and were required to use the OEM 75mm throttle body.

To clarify the LS1 intake requirements, in 9.1.2.E.1.c, General Motors Corporation – Chevrolet and General Motors Corporation - Pontiac, change the LS1 listing as follows: "LS1 V8 engine allowed with stock plastic intake manifold *and 75mm throttle body* at 2585 lbs."

In general, aluminum block V8 engines are not classified in GT1. Exceptions are listed explicitly. The following clarification is issued:

In 9.1.2.D.g.1, add at the end, "*Aluminum block V8 engines are not permitted unless specifically classified in 9.1.2.E.1.c*"

### GT2

- #3651 (Pete Peterson) Hood Bulge 2000-05 Celica

In 9.1.2, GT2, Toyota Celica incl. GTS 90-05, add to Notes: "*Hood bulge permitted with no openings for 2000-2005.*"

- #3652 (Pete Peterson) Alternate wheelbase for Toyota Celica

In 9.1.2, GT2, Toyota Celica incl. GTS 90-05, add **93.7** inch alternate wheelbase.

### GT2 AND GT3

- #3679 (James Rogerson) Include QR20-25 series engines for Nissan

In 9.1.2, GT2, Nissan engines, add:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>QR25DE/DD</i>	<i>DOHC</i>	<i>89.0 x 100.0</i>	<i>2489</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>37mm SIR</i>	<i>2080</i>	<i>Direct injection not permitted.</i>

In 9.1.2, GT3, Nissan engines add:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>QR20DE/DD</i>	<i>DOHC</i>	<i>89.0 x 80.3</i>	<i>1988</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>31mm SIR</i>	<i>2060</i>	<i>Direct injection not permitted.</i>

In 9.1.2, GT3, Nissan engines, add:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>QR25DE/DD</i>	<i>DOHC</i>	<i>89.0 x 100.0</i>	<i>2489</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>31mm SIR</i>	<i>2195</i>	<i>Direct injection not permitted.</i>

[QR20DE/DD engine displacement is too large for GTL.]

### GT3

1. #3540 (John Litzinger) Add new Style Mustang Body to the class  
In 9.1.2, GT3, add to Ford cars as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Mustang	2010-11	2DR	RWD	101.0/107.1	

### GTL

1. #3775 (Lans Stout) Clarification on GTL Wing Mounting  
Clarify 9.1.2.F.4.b.14.B, first sentence as follows: "The wing shall be mounted to the trunk/deck lid with two brackets."

### IMPROVED TOURING

#### ITR

1. #3701 (Chris Childs) please class the 06 model year (mustang)  
In 9.1.3, ITR, Ford Mustang (2005), change model years to (2005-06) and change the wheel size to 16/17.

#### ITB

1. #2643 (John VanDenburgh) run Audi Coupe GT thru the current IT classing method.  
In 9.1.3, ITB, Audi GT Coupe (84-86), change weight from 2540 to 2500. [The Audi Coupe (81-84) is classified appropriately.]

### SUPER TOURING

#### STO

1. #3756 (Marty Grand) Alternate turbo allowance for Evo 8-10  
In 9.1.4.1.H, Mitsubishi Evo/DSM, correct displacement from 2000 to 3000.
2. #3783 (Robert Nimkoff) Classify Aston Martin N24 in STO  
In 9.1.4.1.H, add "*Aston Martin Vantage N24 (2007-08)*", 4280 cc at 2900 lbs.
3. #3856 (Kevin Patterson) Classify the Ford Thunderbird in STO  
In 9.1.4.1.H, for all Ford Mustang classifications, change "Mustang" to "Mustang/*Thunderbird*".

### STU/STL

1. #3402 (Greg Amy) MX5 Cup in STU - Suggest additional tire restrictions  
In 9.1.4.B, delete: "Cars eligible for the SCCA Pro Racing MX-5 Cup series using the current Pro Racing Rules may run in STU, except that any DOT tire is permitted, the claim rule will not be in effect, and a head and neck restraint is optional until 2012;" and add "*Spec MX-5 class cars completely conforming to Spec MX-5 class specifications are eligible for STL.*"  
[Note that Mazda MX-5 Cup cars are still eligible for STU under the STU rules.]

### STU

1. #3654 (Ben Phillips) Class 2000-04 Boxster S in STU  
In 9.1.4.2.G, add to table: *Porsche Boxster S (2000-05)* at 3179cc, 3300 lbs., Notes: "*Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.*"
2. #3735 (Michael Briskie) Improve turbocharger durability on Volkswagen FSI & TSI motors  
In 9.1.4.2.G, Volkswagen GTI/GLI and Volkswagen Jetta TDI, add to Notes: "*K04 turbocharger permitted.*"
3. #3878/#3987 (Bob Maples) Alternate turbo - Audi A4  
In 9.1.4.2.G, Audi A4 Turbo, add to Notes: "*K04 turbocharger permitted.*"
4. #4032 (David Mead) induction allowances clarification  
In 9.1.4.G.1, add at end: "*13B induction: Fuel injection or 1 Auto-type 2 barrel carburetor with 42mm chokes on a "dual-y" manifold.*"
5. #4095 (Peter Keane) WC MX6  
In 9.1.4.2.G, add "*World Challenge Mazda MX-6*" at 2900 lbs, and in Notes: "*55mm flat plate restrictor required.*"

## PRODUCTION

### EP

- #3809 (CRB) Correct wheel sizes on 1.6 EP Miata  
In 9.1.5, EP, Mazda MX-5 / Miata 1.6L (-1993), correct the permitted wheel size by deleting "48x8".

### HP

- #3980 (CRB) Fix Lotus 7 weight specs  
In 9.1.5, HP, Lotus 7 & 7 America, correct weight to **1450** lbs. [Both of these configurations are level 1 cars and are on the same spec line.]
- #3981 (CRB) correct Honda specs  
In 9.1.5, HP, Honda Civic 1.5 (88-91) change weights from ~~2000/\* 2050/\*\* 2100~~ to **2175/\* 2229/\*\* 2284** to match the Honda CRX 1.5 (88-91).
- #3983 (CRB) Clarify Spitfire specs  
In 9.1.5, HP, Triumph Spitfire Mk. I & II, correct the Notes by deleting "@1730 lbs"

## SHOWROOM STOCK

### SSC

- #3816 (Sam Ryan) 08-11 Subaru Impreza  
In 9.1.7, SSC add:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>S u b a r u I m p r e z a (2008-11)</i>	<i>99.5 x 79.0 2457</i>	<i>2620</i>	<i>1495/ 1495</i>	<i>16 x 6.5 Alloy</i>	<i>205/55</i>	<i>3.454, 2.062, 1.448, 1.088, 0780</i>	<i>3.900</i>	<i>(F) 255 x24 Vented (R) 280 x10 Solid</i>	<i>3150</i>	

- #3815 (CRB) SSC Celica GTS  
In 9.1.7, SSC, Toyota Celica GTS (00-05), add to the Notes: "**A 60mm flat plate restrictor is required.**"

## SPEC MIATA

- #4178 (CRB) Clarify VIN number requirement  
Clarify 9.1.8.A, by changing the last sentence as follows: "There must be a minimum of two (2) **at least one** VIN plates or stampings **on the dashboard or chassis** that corresponds with the model year automobile classified."

## SPORTS RACING

### CSR

- #2880 (David Watson) weight reduction for motorcycle engines  
In 9.1.9.A.2.a, Engine Table, Lines D, E and F, change the weights from ~~1075/1125/1175~~ to **1025/1075/1125**.

### SRF

- #3473 (Mike Davies) SCCA Enterprises 2011 updates  
In 9.1.9.C.1, add at the end: "**No modifications may be made to any part or system unless specifically permitted in these rules.**"

In 9.1.9.C.5.a, clarify by adding a new third sentence: "**Use of the nose front center body pin is optional.**"

In 9.1.9.C.5a, weight requirements, change "Rear 30 lbs." to "Rear 30 lbs. **60 lbs.**"

In 9.1.9.C.5.c, clarify as follows: "**A One** spring-type fastener **per side** may be used to replace the 1/4 turn fastener."

In 9.1.9.C.12, add a new subsection as follows to address parts availability:

- Enterprise P/N 591902 Regulator is permitted.**

In 9.1.9.C.22.a, update as follows:

"Mirrors **must be as delivered**. The cars may be upgraded to the new mirrors, P/N ~~4390007~~ **190003, 190004 or 190007**, and may use mirror extension, P/N ~~4390023~~ **190023 or 190024**. The original mirrors furnished with the kits may be used."

In 9.1.9.C.22.d, add the following to allow proper driver position with head and neck restraints:

*“If either the Aluminum Racing Products (ARP) or the Butler P/N 180268 seat is used, to aid with seat positioning, the head rest can be removed completely. It is recommended that the resulting hole in the firewall be covered with suitable aluminum sheet.”*

Move 9.1.9.C.22.i in its entirety to 9.1.9.C.23.p and renumber subsequent subsections.

Delete 9.1.9.C.22.ff in its entirety to remove duplication with 9.1.9.C.23.m and renumber subsequent subsections.

In 9.1.9.C.23.m, clarify by replacing the entire subsection with:

*“Enterprises P/N 1140001 Aluminum surge tank is required.  
Radiator cap: lever-operated 16 lb relief cap is required.  
Enterprises P/N 1180801 plastic cooling system overflow bottle kit is required  
A bleed tube from the thermostat housing to the surge tank is required.”*

In 9.1.9.C Engines, modify the following subsections to address parts availability:

E. Flywheel: Ford part #FOCZ-6375-A *or equivalent* min. weight: 16lbs, 2oz  
Clutch disc: Ford part #FICZ-7550-A *or equivalent min. weight 1 lbs. 14 oz*  
Pressure plate: Ford part #FOCZ-7563-A *or equivalent* min. weight: 8 lbs.  
Pulley: Ford part #FOCZ-6316-A

F. Spark plugs: ONLY Motorcraft AGSF 24 C or AGSF 34 C *or NGK TR6*

H. Air Filter: ONLY Motorcraft #FA-1031 *or Fram CA 3660*

## Touring

1. #4179 (CRB) Clarify VIN number requirement

Clarify 9.1.10.C.5.a as follows: “A car may be entered in competition if there are a minimum of two (2) *is at least one* VIN stampings and/or plates *on the dashboard or chassis* that corresponds with the model of automobile classified.”

## T1

1. #3810/#3811/#3812 (Richard Zhao) Correct specifications for BMW E92 and M3 GTS

<b>T1</b>	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW E92 M3 (08-09)	92.0 x 75.2 3999	2761	F:18x8.5 R:18x9.5	265/40	4.055, 2.369, 1.582, 1.192,  1.000, 0.872	3.846	F:360x30 R:350x24	3300	
BMW M3 GTS (2010)	92.0/82.0 4361	2761	F:19x9 R:19x10	F:255/35 R:285/30	4.780, 3.056, 2.153, 1.678, 1.390, 1.203, 1.000	3.154	F:378x32 R:380x28		

## T2

1. #3357 (Rob May) Request classification of the Audi TTS in T2

<b>T2</b>	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Audi TTS Coupe (2010-11)	82.5 x 92.8 1984	2468	18 X 9 (F&R)	275/35 (F&R)	2.923, 1.957, 1.400, 1.032, 1.077, 0.871	4.769 (1-4) 3.444 (5-6)	(F) 340 Vented (R) 310 Vented	3150	38mm flat plate restrictor required.

2. #3361 (Rob May) Classify 2010-2011 Audi S4 in T2

<b>T2</b>	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Audi S4 (2010-11)	84.5 x 89.0 2995	2809	18 X 9 (F&R)	275/35 (F&R)	3.667, 2.158, 1.520, 1.133, 0.919, 0.778	3.875	(F) 320 Vented (R) 286 Vented	3430	40mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs., Ratios: 3.692, 2.238, 1.559, 1/175, 0.915, 0.745, 0.617

### T3

1. #4101 (CRB) Honda S2000 changes

In 9.1.10, T3, Honda S2000 2.2L (00-09), change weight from ~~3070~~ to **3020**, add to Tire Size "**2.2L 225/50 (F&R) (max)**", and add to Notes: "**54mm flat plate restrictor required.**"

In 9.1.10, T3, Honda S2000 CR (08-09), change Tire Size from "~~215/45 (F) 255/40 (R)~~" to "**2.2L 225/50 (F&R) (max)**", and add to Notes: "**54mm flat plate restrictor required.**"

# SOLO EVENTS BOARD

SEB MINUTES | Jan. 26, 2011

The Solo Events Board met by conference call January 26th. Attending were SEB members Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD member John Walsh; Doug Gill, Nancy Downing, 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](http://www.sebscca.com).

## GENERAL

- The following items have been reviewed by the SEB, and EOC or SSC where applicable, and the SEB and the committees thank these members for their input: #2470, 3413
- The SEB thanks John Scheier for his service to the Club as a Divisional Solo Safety Steward.
- The 2011 Solo National Appeals Committee will consist of Art Trier, Paul Brown, Kathy Barnes, and Karen Babb.

## DIVISIONAL POSITIONS

- The SEB has appointed James Shepherd as the NorPac Divisional Solo Safety Steward (ref. #3584)
- The following correspondence item pertaining to Divisional positions has been reviewed by the SEB, and the board thanks this member for his input: #2336.

## STOCK

- Per the SAC, the following rule change proposal is being published for member comment:
  - Change 13.2.H to read as follows:

"H. Roll Bars and Roll Cages

    1. Roll bars may be added. Roll bars may be welded in. *Stock rollover hoops and covers may be removed if the resulting installation meets the Basic Design Considerations of Appendix C. The total weight of components added must not be less than that of components removed.*
    2. Roll cages may be added; it is strongly recommended that roll cages be constructed according to the GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame, or has bracing both fore and aft of the main hoop."
- Per the SAC, the following class listing change proposals are published for member comment (ref. #3303):
  - Move from BS to GS: BMW 325i & 325is ('87-'91)
  - Move from BS to GS: BMW 325ix ('88-'91)
- The following correspondence items pertaining to Stock items have been reviewed by the SAC and SEB, and the committee and board thank these members for their input: #3359, 3524

## STREET TOURING

- The following correspondence items pertaining to Street Touring items have been reviewed by the STAC and SEB, and the committee and board thank these members for their input: #3341, 3579, 3715.

## STREET MODIFIED

- The SEB has decided that the SMF class will continue to be offered as a Supplemental class (per 4.8) at the Solo Nationals through at least 2012.
- The SMAC is still seeking input regarding the following rule change proposal, and thanks those members who have provided feedback so far (ref. #3605, 3609, 3619, 3620, 3630, 3670, 3671, 3676, 3685, 3690, 3691, 3692, 3694, 3696, 3702):
  - 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)

- The SEB has appointed Jim Thompson to the SMAC (ref. #3782)
- Per the SMAC, the following rule change proposals are published for member feedback:
  - Change the last sentence of 16.1.Q to read: "It must be securely mounted within the bodywork."
  - In Appendix A, Class Street Modified (SM), change the fourth item under "Minimum Weight Calculations" to read: "*Greater than 51% weight on rear wheels: +25 lbs per liter*" (ref. #1823, 3787)
- The SEB thanks Mike Feldpusch for his service as a SMAC member.

#### PREPARED

- Per the PAC, the previously-published proposal concerning traction control weight penalties in XP contained an error; the second line under "Weight Adjustments" should have read as follows: "*Cars equipped with traction/stability control: +50 lbs.*" (ref. #3494)
- The SEB thanks Myron Steere and Dwayne Komush for their service to the Club as members of the PAC.
- The following correspondence items pertaining to Prepared items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input: #3229, 3495.

#### MODIFIED

- In response to member input (ref. #3504, 3551, 3596, 3597, 3600, 3601) the MAC is recommending the following revised version of the previously-published proposal pertaining to aerodynamic modifications in class B Modified:

- In Appendix A under Modified Class B (BM) change subsection F to read as follows:

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

1) *Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.*

2) *Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.*

3) *Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).*

4) *Flexible ground sealing is permitted on cars 66" or wider at the rear tires and which also meet a weight of 1180 lbs.*

Also change the last sentence of subsection H to read: "All cars must prepare to Formula Atlantic aerodynamic rules as specified in F."

- The MAC is recommending the following rule change proposal (ref. #2231), which is being published here for member feedback:

- Add the following new section 18.6:

#### 18.6 LEGENDS AND DWARF CARS

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

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

- In conjunction with the above, add the following in Appendix A, Modified Class F (current section D should be increased one outline level to be under item C):

#### D. Dwarf Cars and Legends/600Racing Cars

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

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

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

*Any tire (including recaps) meeting the applicable portions of 3.3 are allowed.  
Any differential and rear end ratio may be used.  
Any shock absorber may be used.  
Any wheel up to 10" wide and any diameter may be used.  
Any anti-roll bar may be used.  
Engine does not need to be sealed, but must conform to the appropriate rule set.  
Minimum Weight – 1250 lbs with driver.  
Any air filter is allowed.  
Any ballast is allowed provided it is mounted securely per Solo rules.  
Any battery may be used.*

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

*INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.  
Seatbelt harness aging requirements  
Quick Release steering wheels  
Fire extinguishers  
Fire Retardant driver's suits and gloves  
Neck Braces  
Head and Neck Restraints*

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

*Helmets  
Car Numbers  
Exhaust system, muffler and tailpipe*

- The following rule change proposal is published here for member review and comment (ref. #3484, 3545):

- In Appendix A, under Modified Class F, add new subsection A.7 and renumber subsequent items accordingly:

*"7. F5 cars may utilize the Rotax 593 engine as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use 25mm intake restrictors. The restrictor specifications are as follows:*

*1.680 inches outside diameter  
Thickness 0.020 inches  
Slot length top to bottom 1.475 inches  
Slot width 1.0 inch = 25.4mm  
Slot radius .5 inches "*

The SEB encourages Regional programs to implement this allowance at the local level in 2011, in order to permit drivers of F5 cars using the 593 to participate in the class and to acquire additional data pertaining to the performance of such cars.

- The following correspondence items pertaining to Modified items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input: #3179, 3200, 3653, 3659.

#### **FORMULA JUNIOR / F125**

- The SEB approved the appointment of Danny Kao to the KAC (ref. #2848).

- The following correspondence items pertaining to KAC positions have been reviewed by the SEB, and the board thanks these members for their input: #3320, 3648.

#### **NOT RECOMMENDED**

- Transaxle update/backdate (#2155) Per the SPAC, this is not considered consistent with the category philosophy.

- V6 Mustang classing (#2600). The SAC has indicated it believes the potential risk of moving this car as requested outweighs the potential benefit.

- Street tire classes (#2857) 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.

- Harness bar rule (#3164) This rule change was published in 2009 and approved by the BOD for inclusion in the 2010 Solo Rules; the change was omitted via an editing error and has subsequently been corrected.

- Cone sizes (#3168) Selection of cone sizes is left up to the Regions so that they can best meet the needs of their particular programs.

- Master Cylinder brace (#3174) The STAC believes this modification is very application –specific, provides little benefit for

the class as a whole, and has considerable potential for abuse.

- Seat weights (#3280) The STAC believes this change would have potential for abuse, and could create new safety concerns.
- Saab 9-3 classing (#3285) The SAC has researched the specifications of the 2009 2.8-liter Saab 9-3 Aero and believes that it falls within the performance range of its current class.
- Helmet grace period (#3576). A sufficient grace period has already been granted, and helmets meeting the current requirements are now readily available.

## TECH BULLETINS

1. Event Operations: per the EOC, abuses of mechanical delays are believed to be adequately addressed by 6.8.D, which states: "Drivers of cars with mechanical difficulty shall have ten minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run. For this purpose, a rerun counts as a new run. **Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run.** Abuse of this allowance may be considered unsportsmanlike conduct and is protestable under section 9.1.F." (ref. #3315)
2. Stock: The following new listings, effective immediately upon publication, are added to Appendix A, Stock Category (ref. #2503):

Ford Mustang Boss 302, Laguna Seca ('12)	Stock exclusion list
Ford Mustang Boss 302 NOC ('12)	BS
3. Stock: Per the SAC, the DDMWorks Oil Catch Can Kit for the GM 2.0L I4 ECOTEC engine does comply with 13.10.G (ref. #3405).
4. Stock: The following new listing, effective immediately upon publication, is added in Appendix A (ref. #3569):

Jaguar XK8 1997-2006	FS
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5. Stock, Errors and Omissions: The following corrected listing, effective immediately upon publication, is updated in Appendix A:

Audi S4 ('10-'11)	BS
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6. Street Touring: Add new item 5 to 14.8.I, as follows: "Changes in suspension geometry are not allowed except as incidental to the effective arm length change."
7. Street Modified: Per the SMAC, hood liners are covered under "associated hardware" in 16.1.I. They will be added to the list of examples. (ref. #3476)
8. Modified: Per the MAC, the Henney Kilowatt is not eligible for DM or EM as a production car due to its failure to meet the eligibility requirements of 18.1.A. (ref. #3723)
9. Modified: Per the MAC, the "such as..." list in 18.1.C.1.a should no longer include the reference to doors (this should have been removed when the change was made to B.8 which allows alternate door materials). (ref #3956)
10. Modified: Per the MAC, item 13 under "Safety Rules" in Section 18, under A.7, should read "Reverse gear in B and F Modified vehicles" Comment: this should have been changed with the addition of "A reverse gear is not required" to Appendix A, C.2.m. (ref #3956)
11. Modified: Per the MAC, correct "in 12.9" in 18.4.B.12 to "in Section 18" Comment: this reference was overlooked when the decision was made to retain Section 18 wing measurement methods for Modified classes. (ref #3956)
12. Modified: Per the MAC, in Appendix A, Modified Class B, remove the parenthetical "(weights shown are with driver)" from the opening sentence. Comment: this is redundant with the statement at the beginning of the category listings. (ref #3956)
13. Modified: Per the MAC, in Section 18 under Safety Rules, change item A.7.11 to read "11) Deformable structures". Comment: this is a general GCR item and applies to all GCR open wheel and SR classes. (ref #3956)
14. Modified: Per the MAC, in Appendix A, Modified Class C, clarify the first sentence to read: "Modified Class C allows the following GCR-compliant cars: Spec Racer Ford, Formula F, & Sports 2000. Comment: this clarifies the reference to use the GCR, to avoid confusion. (ref #3956)

# ROADRALLY BOARD MINUTES

## RRB MINUTES | Feb. 12, 2011

The *RoadRally* Board (RRB) met at the SCCA National Convention in Las Vegas on Saturday, February 12, 2011.

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

The Final January 3, 2010 RRB Minutes were approved. (Wakemen/all)

### 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

**St. Louis, Wilderness Trail NT (July 16) – tentative**

**St. Louis, Daniel Boone NC (July 17) – 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) – Lois Van Vleet

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. BOD Meeting Items: (for Sunday, Feb. 13<sup>th</sup> 9am Meeting)

- Publicity Committee
- Regional Rallies
- Mentoring Program (need proactive volunteers)
- eBlast
- RoadRally distinction from Rally Cross (website separation)
- The STRAP
- Website (RRB input)
- USRRC 2012 (Stand Alone Event for 2012)
- Press Releases/Ads
- Weekend Memberships and Forms
- Introduction of Chuck Hanson to the BOD

#### 3. USRRC 2012 and Points (continued from the "USRRC 2012 and Points Seminar" discussion)

Discussion: Tabled until the March RRB Meeting.

#### New Business

Wakemen and Ames recommended that the RRB access and use 'Concerns Tracker', an online software tool that would help in assigning members to projects, tracking the progress to meet project deadlines.

Ames is looking for more articles for eBlast. Suggestions were: Editorials, Peter Hylton's 'Ghost Track' articles and a Chairman's letter.

Renaming the ITIS newsletter was tabled until the March RRB Meeting.

New SCCA Convention Seminar topic ideas for 2012 were:

- How to Keep Expenses Down (rally expense, trophies etc)
- No Game Show
- Better use of the Walking Rally
- Lowering Costs

Lanz made a motion to appoint Chuck Hanson as Chairman of the Mentoring Committee. Wakemen suggested the Mentoring Committee needs a direction and statement first and will need further RRB member discussion. This was tabled until the March RRB Meeting. Motion was not voted on.

Lanz proposed a new draft Weekend Membership Form created by Hanson to replace the current SCCA Weekend Membership Form that would include Entry Form data (such as Name, Address, SCCA Member number etc) that would be easier for the registrar and could be used for both RoadRally, Rally Cross and co-op events. This needs further review before approaching SCCA Membership Department for approval.

Hanson made a suggestion for a Multi-Year Rule Cycle or Rule Cycle of multiple years, a Rule Book for x-number of years and Lifetime Points Rule Process and more. This was all tabled until the RRB March Meeting due to running out of time at the convention.

**Next meeting: Monday, March 7, 2011 at 7:30 pm CST, via conference call.**

The meeting was adjourned at 5:01 pm PST. (Ames/English)

Submitted by Lois Van Vleet, RRB Secretary.

## **ROADRALLY BOARD MINUTES**

**RRB TOWN HALL MINUTES | Feb. 12, 2011**

**Town Hall Meeting: Saturday, February 12, 8 am in the Huntington Room**  
**Speaker: Jim Wakemen – RRB Chairman**

This meeting is intended to collect suggestions, concerns, ideas and recommendations from SCCA Members and Staff for the RRB to hear, review and discuss further in their monthly meetings. Concurrently Eva Ames was corresponding with members on Facebook online in the meeting as well.

Wakemen began the meeting by announcing the RRB Focus on growing the Regional Rally Program and to help encourage smaller regions to develop a rally program. A stronger regional rally program will fuel the National program. By forming a new Publicity Committee and a Mentoring Program will help the regional rally program as well.

The National RRR Book will be left alone this year (2011). The National Program will not go away for now. For 2012, the USRRC and Championship Points may be changing.

RRB is considering making the USRRC 2012 a stand alone event. Points won will not be counted for the Championship. This is still a RRB discussion and will be put out for member comment if/when proposed.

RRB is also considering changing the Championship Points in the higher classes (Grand Master for one) to reflect the best 3 out of 5 rally points OR 5 out of 7 for Nationals. And the best 10 out of 12 and eliminating the 70 point rule OR 7 out of 9 with a 70 point rule for Regional. And eliminate the 70 point rule for the Sportsman Class. This is still a RRB discussion and will be put out for member comment if/when proposed.

The RRB wants to keep the rule changes minimal from year to year.

USRRC 2011 will be in California, October 21-23, hosted by the Cal Club, committee members Jeanne English and others TBA. Slated will be a NGTA Rally on Friday, a Course Rally on Saturday and a Tour Rally on Sunday.

### **Attendees concerns and recommendations were:**

ITIS Newsletter was discussed which is published quarterly. There seems to be a need for a more frequent publication, maybe monthly, as well as a Link to the newsletter. Suggestions were taken to change the name of the newsletter ITIS to Rally?

The newly formed Publicity Committee needs to be notified by the Rally Committees to help promote their rally events, not only for Regional, for National events as well.

Questions: 'Where do I buy a rally clock?', 'Where can I find a check list to put together a rally?' and 'is there a Universal Rally List?' *Wakemen stated with the new New Mentoring Program to start this year, it will help coach a new region who wants to start a rally program and mentoring on the New SCCA Website.*

Concerns on the new SCCA website slated for Summer 2011 were:

- Better search options... search for RoadRally (instead of Rally)
- Separate RoadRally from Rally Cross
- Better SCCA Calendar – currently only Sanctioned Rallies are listed.
- Newsletter Section – check boxes needed
- Membership List/Address/Region/ Section
- Membership Profile Section – to update member profile
- Links to Tools
- Forum Notifications of the website postings

Concern: Weekend Membership Form sent to Headquarters are not being stored/collected for review anywhere. 147 Weekend Memberships were converted to Full Memberships in 2010, what about the ones who did not convert? How can one get their names to invite to region events? *Lisa Noble/SCCA commented that Data Collections was on the top 3 on their 'To Do List'.*

Address Labels were mentioned... what happened to them? *Headquarters reported that expense is an issue.*

A recommendation was made for the Mentoring Program to contact the RE's in each region that does not have a Rally Program.

A concern was made on losing the competitiveness where regions in certain areas who put on many rallies. There are National competitors running only Regionals for Grand Master Championship points.

A request was made for the RRB Meeting Minutes to be in more detail, more information and more distribution. Currently it is only in Fastrack.

All comments, concerns and recommendations above will be reviewed further in future RRB Monthly Meetings. Any 2012 proposed RRR changes will be put out for member comment.

**Taken by Lois Van Vleet, RRB Secretary.**

# RALLYCROSS BOARD MINUTES

## RXB MINUTES | Jan. 10, 2011

The RallyCross Board (RXB) met via conference call January 10. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, and Pego Mack 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 work towards a new Safety Steward Training continues. The Solo Safety Steward Training program has been considered for use, but there are some questions whether the format will work for RallyCross. Ken Cashion requested that the new program be completed by February 2, one week before the National Convention. The RXB also discussed several recent incidents. The incident reports have not been forwarded to the Safety Committee or the RXB, so the discussion was limited.
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that he has received requests for rules clarifications. He also reported that he is planning a Rules Committee meeting towards the end of January. It was brought to the attention of the RXB that the latest helmet standards were overlooked in the recently released 2011 RallyCross Rules. The rules should allow for the current standard plus the previous two standards, which should include 2010, 2005 and 2000 standards. The 1995 standard should be deleted from the rules and not allowed for competition use beginning in 2011. This will be simple correction to the current rules. Ken Cashion also requested that Karl Sealander post a summary of rules changes for 2011 at the forums.
3. National Championship Committee (Ken Cashion): Ken Cashion reported having run order discussions with the organizers of the Eastern States Championship. In an effort to maintain fairness it was agreed to use a hat draw for Saturday's runs and Saturday's finishing order for Sunday's runs. Brent Blakely questioned if there were National standards for marking cones. Warren Elliott reported that New England's standard is to place the pointer cone 1 foot back from the cone.

### Old Business

1. National Convention Seminars: The RXB reviewed the RallyCross seminars and presenters at the National Convention. The seminars will be presented as follows: 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.
2. Class inspection for National Championship: The RXB discussed competitor enforced vs. tech/organizer enforced vs. a combination of both for class compliance. The general consensus is a combination of both, but the RXB will observe the proceedings of the Eastern States Championship before making any changes to the National Supplementary Regulations or RallyCross Rules.
3. Rules Exception for 15 year-old Driver: Bob Ricker reported that he contacted Phil Creighton of the BOD concerning the issue of granting this exception. Phil Creighton deferred to Jerry Wannarka, Chairman of the BOD. As of the time of the meeting that contact has not been made, but Bob will respond via email to the RXB as soon as he has spoken to Jerry Wannarka. Warren Elliott reminded the RXB that he needs an answer before the Eastern States Championship event. A motion was made to approve James Santa Maria for competition in RallyCross events contingent on BOD approval. Cashion/Hyatt – Approved (all).

### New Business

1. Growth Discussion
  - What can the "big" regions do to promote more growth? Some regions are happy to do their own thing.
  - What are we doing to limit growth? Avoid big event conflicts by using the Divisional Stewards. New class offerings such as Street Modified could improve growth.
  - How do we compare to Solo on a region-by-region basis? Some regions are more tied to stage rally and others are more tied to Solo.
  - What is our 3-year plan, and could we take advantage of investment capital from the SCCA?
  - Should we consider rewards to regions that are doing well? Perhaps a travel fund for key personnel.
2. Decision making process improvement
  - Need Safety Plan immediately!

- Avoid tabling issues (if necessary, resolve within 2 weeks). This could be accomplished using phone calls or emails.
  - Revisit timetable for rules input. There's a need for more time for member comment. Since the RallyCross rules aren't printed, we could get BOD approval in December. The timeline changes proposal: Member comment and submissions – January 1 to June 15; Rules Committee draft – June 16 to July 31; member comment – August 1 to September 15; final Rules Committee review – September 16 to September 30; RXB review – October 1 to November 14; submission to SCCA Board of Directors – November 15.
3. Communication improvement
    - Expedite minutes – be mindful of content. We need more specifics. The BOD did not approve posting minutes on the forums allowing Fastrack publication of RXB minutes. The RXB meeting time could be changed to earlier in the month.
    - Increase attendance at RXB and Divisional Steward calls. RXB needs to increase communication with Divisional Stewards. Stephen Hyatt volunteered to sit in on the Divisional Steward calls. The RXB agreed that a liaison from the Divisional Stewards was needed, and that Ken Cashion would pursue the issue.
  4. RXB email list: Ken Cashion requested Pego Mack to review and update of the RXB email list to include only current RXB members, current BOD liaisons and current National Office staff.
  5. RXB meeting start time: Ken Cashion requested that the RXB consider changing the start time of the RXB monthly meetings to earlier in the evening. The RXB also discussed moving the meeting to another day of the week and another week of the month. Any changes are dependent on National Office scheduling of the conference call system.

Next meeting: February 13, 2011

Submitted by Karl Sealander, RXB Secretary

## QUICK LINKS

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

### **CLUB RACING**

Accredited Driver Licensing Schools: <http://www.scca.com/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>