

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 5, 2011

The Club Racing Board met by teleconference on April 5, 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 Patullo, BoD liaisons; Jerry Wannarka, Michael Lewis and Robin Langlotz, guest Directors; 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 11-05, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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

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

GCR

1. #4225 (CRB) Clarify 1.2.3.C
In 1.2.3.C. add a new section 2 as follows and renumber the remaining sections: *"2. Specific class rules in the Category Section of the GCR shall take precedence over the general Category Rules and the General Technical Specifications."*
2. #4350 (CRB) Weight markings on cars
In 9.3.29, add a new section D as follows:
"Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR using numbers that are a minimum of two inches in height and are within 6 inches of the class designation. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class."
3. #4374 (John Nesbitt) Clarify/Correct GCR 3.5.1
In 3.5.1, modify the first two sentences as follows to reflect current practice:
"Supplemental Regulations establish specific conditions for an event. Before a sanction can be issued, the Divisional Executive Steward or his designee the Club Racing Board must approve all Regulations different than those of the GCR. The Club Racing Board has the right of review and final approval at their discretion."
4. #4415 (CRB) Cleanup of harness hardware rules (9.3.19 F)
In 9.3.19.F, strike *"hardware without grade markings is not acceptable"* [This allows the use of manufacturer-supplied mounting hardware that does not carry a grade marking, e.g., eye-bolts.]

SUPER TOURING

1. #4328 (Charles O'Toole) Expand sensor and ignition allowances in ST
In 9.1.4.G.7, delete *"The ignition system components may be replaced freely provided that the type of ignition remains the same as stock."* and replace with *"The ignition system is unrestricted."*
2. #4352 (Bob Maples) ST Air intake components
Delete 9.1.4.1.D.1 and renumber following subsections, delete 9.1.4.2.B.2, delete 9.1.4.3.B.2 and renumber following subsections.

Add 9.1.4.G.20 as follows: *"All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are unrestricted."*

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TOURING

T1

1. #4018 (Ted Johnson) Allow Wilwood rear brake kit for c5 corvette
In 9.1.10, T1, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), replace “up to 5% larger than 325/305” with “**342mm (F) and 328mm (R)**”. [This will accommodate certain off the shelf brake kits.]

T3

1. #4382 (Joseph McClughan) Increase wheel size 07-09 mazdaspeed 3
In 9.1.10, T3, Mazda Mazdaspeed3 (07-09), change Max. Wheel Size from “~~18 x 7~~” to “**18 x 8**”.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

RUNOFFS SCHEDULE – ATTENTION SRF, S2, FM AND FE DRIVERS

The CRB and the Runoffs Chief Steward have reconsidered the decision to have SRF and S2 race together at the 2011 Runoffs. Because of the difference in lap times between the two classes, the SRF race would (under normal circumstances) be shortened by 2 laps. The 2011 Runoffs Schedule will be modified as follows:

- SRF will race alone on Friday at 11:30am
- FE and FM will race together on Friday at 4:30pm
- S2 will race alone on Sunday at 4:30pm

SM

The CRB is aware of the concerns of Spec Miata owners about availability of the Toyo Proxes RA1 tires that are required for National racing. Due to conditions at their Japanese production facilities, Toyo is unable to tell us when these tires will be back in production and readily available in the United States. As a result, the CRB will make a decision about Spec Miata tires as more information is available. If there is not an adequate supply of RA1s, there will be a TEMPORARY change of specification to permit the use of the Toyo Proxes R888s in addition to the RA1s. Toyo reports that there is a sufficient supply of the R888s. However, only ONE tire will be permitted at the Runoffs. If an adequate supply of the RA1s is not available before the Runoffs, then ONLY the R888s would be permitted. For now, the RA1 remains the required tire.

SSC

Immediate classification of B-Spec Cars in Showroom Stock C

Implementation:

- Implementation date effective on publication of this Fastrack
- Initial B-Spec cars
 - Ford Fiesta 4-door (2010-2011)
 - Honda Fit 4-door (2009-2011)
 - Nissan Versa 4 or 5-door (2010-2011)
 - Mazda2 4-door (2011)
 - Toyota Yaris 2 or 4-door (2010-2011)

Spec Lines for GCR:

- See Technical Bulletin 11-05 for specifications

Cars expected to be added in the future:

- Note: with appropriate manufacture involvement these cars will be added over time
 - Chevrolet Sonic (this car will not be available until 2012, but Chevrolet is strongly behind this car)
 - Fiat 500
 - Hyundai Accent
 - KIA Rio
 - Scion XD
 - Scion IQ (2012)
 - VW Polo (this car may be imported in 2012)

Future Manufacturer Contingency Programs

SCCA has made the initial classifications allowing competitors to utilize any shock and spring that meets basic requirements. Please note that future manufacturer contingency programs may require you to purchase their shocks and springs to qualify for their programs.

Future Plans:

2011 Race Season:

- The B-Spec cars are classified in SSC. A B-Spec driver can attend the Runoffs as an SSC car if the Runoffs qualification requirements are satisfied.

2012 Race Season

- Same as 2011
- Additional cars will be classified as they become available and specifications are provided

NOT APPROVED BY THE CRB

FORMULA

FA

1. #4061 (Mark Milazzo) Minor final changes to specifications (FormulaSPEED2.0)
The requested specifications changes were made in the April Fastrack. The requested weight reduction may be reviewed in the future after these cars have been raced.

FB

1. #4198 (Thomas Copeland) Asking for a Request for Member Input regarding open ECU (FB)
The electronics for the most popular engines have been successfully modified by many competitors and commercial engine builders. Currently there is at least one newer 1000cc engine that has not been used in FB and the electronics are rumored to be the limiting factor, however it is not clear that sufficient technical resources have been applied to this point. Similar concerns were made in the past for DSR engines, but over time the challenges were met. With regard to Mr. Copeland's concern for future development, the class utilizes stock engines so there is no necessary development beyond defeating the electronic signals used in the motorcycle. The task of bypassing the various motorcycle signals belongs to the competitor who wishes to use any compliant engine.

GRAND TOURING

GTL

1. #4203 (Peter Zekert) Adjust long standing weight penalty on A-series
Multiple changes have recently been implemented to help balance the class and we will monitor performance during 2011 before making further adjustments.
2. #4204 (Peter Zekert) Remove 1980s era weight penalty on Datsun/Nissan A13
Multiple changes have recently been implemented to help balance the class and we will monitor performance during 2011 before making further adjustments.

PRODUCTION

1. #4370 (Eric Prill) Revisit Alternate Connecting Rods
Not recommended for Level 2 prep engines at this time.

EP

1. #4389 (Michael Heintzman) How can the 90-93 & 90-97 EP Miata keep pace?
These cars are competitive as classified.

FP

1. #4375 (Dieter Griesinger) Rescind weight penalty of Triumph Spitfire 1500 in FP.
This car is competitive as classified.

SUPER TOURING

STO

1. #4367 (Tom Lavell) Please classify NASA spec cobras in STO
These kit cars are not within the category philosophy.

SPORTS RACING

CSR

1. #3387 (Jake Latham) Reduce CSR forced induction weights
At this time, no reduction in weight for forced induction in CSR will be made. Forced induction systems are a high focus in many applications and the potential increases in horsepower over what has been achieved with these systems in the past is unclear. The question can be revisited when cars are run with such engines.

TOURING

1. #4293 (Jason Berkeley) Permit Air Jacks in Touring Classes
Not within category philosophy.

T1

1. #4288 (Tom Sloe) Add additional diagonal tube from A pillar to Front frame rail
Not within category philosophy.

T2

1. #4260 (Cheyne Daggett) Allow 2011 Mustang V6 to run T2 with a engine swap.
Engine swaps are not within category philosophy.
2. #4417 (Richard Kulach) Front wheel size change request follow up for 370Z
The approved wheels are adequate for this car.

T3

1. #4383 (Joseph McClughan) increase turbo inlet restrictor size 07 Mazdaspeed 3
We need to see the car on track before any adjustment to the restrictor will be considered.

PREVIOUSLY ADDRESSED

SHOWROOM STOCK

1. #4233 (Stan Czacki) Sunset Rule Progression
See April Fastrack, letter #3895.

NO ACTION REQUIRED

GCR

1. #2479 (Terry Hanushek) Control the Number of Double Nationals in Active Divisions
The CRB asked for input on a proposal to limit the number of Double National race events in the November Fastrack. The responses received make clear that there is no consensus on this issue. Our Club is made up of very diverse Divisions and, as such, should be allowed to set policies for their individual needs. Thanks to Mr. Hanushek and those who responded to this question.
2. #3874 (John Nesbitt) Re: letter #2534 5.12.2.A.7
The intent of the recent change to to 5.12.2.A.7 was to allow the Chief Steward to only put forward to the SOMs schedule change requests with which the Chief Steward agrees. Your suggested change would possibly force the Chief Steward to submit a schedule change that he does not support.
3. #4390 (John Nesbitt) Clarify 5.7.2
Since the Executive Stewards are charged with reviewing the Supplemental Regulations, they should ensure that the status of Sound Control at that event is clear.
4. (Multiple) SCCA Runoffs Grouping of S2000 / SRF
See Member Advisory above.
5. #4465/#4605 (Don Regan/Steve Elicati) Oppose HANS mandate
Thank you for your input. The Board of Directors has confirmed their decision to require head and neck restraints beginning 1/1/2012. You should note that there are several different head and neck restraints that satisfy the requirements and that they are available in a range of prices.
6. #4475 (Jason Berkeley) Runoffs Schedule: T1 and STO
If a T1 competitor's car is required to go to post-race impound, the competitor is not required to remain in impound; thus he may proceed to get himself and another car ready for the STO race. (Arrangements can be made with Tech to accommodate this situation.)

FORMULA

F5

1. (Multiple) 593 alternative engine
Please see letter 3012 in Technical Bulletin 11-05.

FB

1. (Multiple) Proposed FB shifting rules
Thank you for your input.

FV

1. #4471 (Brian Harding) FV manifold "Error and Clarification"
Thank you for your input. The clarification is correct.

IMPROVED TOURING

1. #3710 (Brian Harmer) Seat Bracket Clarification
The rule is adequate as written.

SUPER TOURING**STU**

1. #4582 (David Mead) Please exclude the Porsche 930 turbo from the STU class
The 3 liter Porsche 930 Turbo Carrera is too old for the category since it was discontinued in 1978. The 1979 930 turbo 3.3 liter was also not continued for the US market in 1980. All subsequent 930 production used the 3.3 liter engine which exceeds the displacement limits for STU.

SHOWROOM STOCK**SSC**

1. #3586 (Mike Ogren) B Spec input: seal the engines and require 140 or higher DOT tire
Thank you for your input. Sealed engine programs for these cars are not feasible.
2. #4265 (Karl Hulcher) Classification request '12 Accent
This car is not yet available. When it is, the writer can resubmit request with a completed VTS sheet.

SPORTS RACING**CSR**

1. #4510 (Dave Knaack) comment on 2 stroke csr engine displacement
Thank you for your input.
2. #4520 (Jody Lift) Oppose CSR #3229 Two Cycle Displacement Increase
Thank you for your input. The requestor did supply data for the request which was evaluated by the Formula and Sports Racing advisory committee.

DSR

1. (Multiple) Jan 2011 What Do You Think, DSR Minimum Weight
Thank you for your input.

TOURING**T3**

1. #4271 (Aaron Stehly) I am in Support of the Changes made
Thank you for your input.
2. #4272 (Jim Leithauser) S2000 Changes
See Racing memo 11-02 dated 2/24/2011. Rear tire size was changed to 245/50 max. and a 54mm flat plate restrictor was added.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2011

NUMBER: TB 11-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective **5/2/11** unless otherwise noted. (See SSC item 2.)

GCR

1. #4221 (CRB) Correct wording
In 9.3.50, clarify as follows: All cars shall meet or exceed the minimum weight specified with driver, exactly as they come off the race circuit, at the conclusion of a *any* race or qualifying session.
2. #4585 (Dick Patullo) Is Novice License the same as Novice Permit?
In 3.1.7.F, change "Novice License" to "Novice *Permit*".

Formula

F5

1. (Multiple) 593 Alternate Engine
The CRB thanks the members who provided input on the proposed addition of the Rotax 593 engine in F500, which was nearly unanimous in support.

In 9.1.1.E.2, change as follows: "Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 pounds for AMW and Rotax RAVE/non-RAVE 494 engines, 825 pounds for Rotax 493 engines, *850 pounds for Rotax 593 engines*)."

In 9.1.1.E.14, add to the end of the first paragraph: "*Rotax 593 in a carbureted, non-HO version; must run inlet tract restrictors, Cometic gasket part number MA0242SP1020A, one in each tract immediately after the carburetor; single expansion chamber; electric and/or pull starter.*"

In 9.1.1.E.14, third paragraph, change "inclinded" to "*inclined*".

Grand Touring

GT

1. #4158 (CRB) Verify Mazda Renesis displacement
In 9.1.2, GT2, Mazda Renesis, correct displacement from ~~2704~~ to *2616*.
In 9.1.2, GT3, Mazda Renesis (both lines), correct displacement from ~~2703~~ to *2616*.
In 9.1.5, EP, Mazda RX-8 (04-09), correct displacement from ~~2704~~ to *2616*.
[These corrections are made to provide accurate specifications in all classes using this engine.]

GTL

1. #4247 (Brian Linn) specify BMC Mini Cooper versus BMW Mini on 50#RWD penalty
In 9.1.2, GTL, BLMI engines, clarify all the Notes that contain "RWD *Mini* add 50 lbs." to read "RWD *Mini (all)* add 50 lbs."

Improved Touring

ITB

1. #4547 (Josh Sirota) Adjust weight of ITB Dodge Daytona
In 9.1.3, ITB, Dodge Daytona 2.2 (84-89), change weight from ~~2630~~ to *2380*. [See January Fastrack page 22, letter #3394. This the Tech Bulletin item referred to there.]
2. #4583 (Josh Sirota) Adjust weight of first-generation Honda CRX Si
In 9.1.3, ITB, Honda CRX Si (84-87) change weight from ~~2430~~ to *1970*, based on a 30% horsepower multiplier.

Super Touring

1. #4327 (Charles O'Toole) Clarify ABS allowances in STx
In 9.1.4.O.12, clarify as follows: "Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM *ABS* brake components as supplied."
2. #4586 (Greg Amy) Clarify bodywork allowance for hatches
In 9.1.4.1.A, 9.1.4.2.A.1 and 9.1.4.3.A.1, clarify as follows: "All cars may replace the hood, *hatch*, and/or trunk/deck lid with nonmetallic composite parts."

3. #4587 (Ryan Miles) Clarify that engines allowed for engine swaps must be 1985 or new
Clarify 9.1.4.A as follows: "No ~~model years~~ *chassis or engines* older than 1985 will be eligible ..."
4. #4319 (Greg Amy) Rules Cleanup under E&O
The items in this letter move class-specific rules from the general rules to the appropriate class rules; no actual changes are made to the rules. The front wheel drive and strut suspension allowances in STO are now included in the spec line weight for those cars.

Delete 9.1.4.N.8, "Alternate control arms permitted in STO and STU. Alternate control arms are not permitted in STL." and renumber the following subsections.

In 9.1.4.1, insert a new section D as follows and renumber the following sections:

"D. Suspension and Steering

1. *Alternate control arms permitted."*

In 9.1.4.2.D, change as follows:

"D. Suspension and Steering

1. Alternate suspensions are permitted. Alternate suspensions are limited to the original type. Items such as brake calipers, springs, and shock/struts shall remain located on the alternate suspension in the OEM location.

2. *Alternate control arms permitted."*

Delete 9.1.4.N.18, "Front wheel drive cars may reduce their minimum weight by 50 lbs in STO and STU. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs in STO and STU. In STL front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent."

In 9.1.4.1.H, to reflect the inclusion of front wheel drive and strut suspension allowances for STO cars, change the weight of the Acura CL from 2800 to 2750, the Dodge Neon SRT-4 from 3000 to 2900 and the Mitsubishi EVO/DSM from 3000 to 2900.

Add a new 9.1.4.2.G.3 and renumber the following subsection as follows: "*Front wheel drive cars may reduce their minimum weight by 50 lbs. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs.*"

Add a new 9.1.4.3.G.3.4 as follows: "*Front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent.*"

STO

1. #4589 (Rob May) Add min weight
In 9.1.4.1.H, Chevrolet Corvette L98, LT1, LT4, specify the weight to be 3150.

STU

1. #4581 (David Mead) S2000 stock intake on K20/24 swap
In 9.1.4.2, STU, classify the *Honda S2000 / varies/ Chart / K series engines allowed with stock S2000 intake manifold and throttle body.*
2. #4614 (CRB) Correct weight of Acura RSX
In 9.1.4.2, World Challenge Acura RSX Type S, correct weight from 2890 to 2670.

Production

See GT item 1.

EP

1. #4365 (Robert Coffey) Reduce weight of Honda Prelude Si Non-Vtec 100 lbs.
In 9.1.4, EP, Honda Prelude Si, change weights from 2370/* 2430/ **2489 to 2320/* 2378/** 2436.

FP

1. #4017 (Richard Fohl) Reinstate Morgan 4/4 Mk V in FP
In 9.1.5, FP, add the following:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Morgan 4/4 Mk.V</i>	1	1600	4 Cyl. OHV	3.19 x 2.86	1498	Iron	Iron	(I) 36.6 (E) 30.3	Weber 28/36 DD or Weber 32/36	96.0	51.5/52.3

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>Morgan 4/4 Mk.V (96-99)</i>	15 x 7	4	(F) 280 disc (R) 229 drum		

American Sedan

- #3568 (Chris Pedersen) Gas pedal clarification
In 9.1.6.D.5.e, delete "~~The throttle pedal may not be relocated.~~" [This sentence should have been eliminated when this subsection was rewritten. It conflicts with the previous sentence.]

Showroom Stock

SSC

- #4264 (Karl Hulcher) Classification 11-12 Elantra
In 9.1.7, SSC, add the following:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Hyundai Elantra GLS (2011-12)</i>	81.0 x 87.2 1797	2649	1550/ 1562	15 steel	195/65	3.615, 1.962, 1.294, 1.024, 0.869, 0.756	4.333	(F) 280x23 Vented (R) 262x10 Solid	2600	16 inch or 17 inch alloy wheels permitted. 205/55/16 or 215/45/17 tires permitted.

- #4607 (CRB) SSC B-Spec rules and specs
Effective upon publication, add a new subsection 9.1.7.E.34 as follows:
"For each of the following cars in SSC, Ford Fiesta 4 door (2010-11), Honda Fit 5 door (2009-2011), Nissan Versa 4-5 door (2010-2011), Mazda2 4 door (2010-2011) and Toyota Yaris 2-4 door (2010-2011), the following apply:

Interiors may be removed, including seats, seat brackets, carpet, carpet padding, OEM seat belts, interior trim and headliners. OEM radio and air conditioner may be removed. Heaters and all duct work must remain, except duct work that goes under seats.

Maximum 2.5 degrees negative chamber on front and rear; MacPherson strut suspension may decamber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the OEM bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.

Ride Height: Minimum ride height is five (5) inches, to be measured without driver at the lowest point of the rocker panels, but not to include welded seams or fasteners.

Suspension: Any OEM or aftermarket non-adjustable shock absorber intended for the specific make, model and year car is permitted. The shock absorber must be installed in the stock mounting location. Remote reservoir shocks are not permitted. Any springs up to a maximum spring rate of 500 pounds may be used. The spring must be installed in the stock location. Threaded shock bodies or adjusters may be used."

In 9.1.7, SSC, add the following:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel-Base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Fiesta 4 door (2010-2011)</i>	79.0 x 81.4 1596	98	57.7 57.7	15 x 7 alloy, minimum weight 13 pounds	205/50	3.86, 2.038, 1.281, 0.951, 0.736	4.07	(F) 259 (R) OEM drum	2500	See 9.1.7.E.34

Honda Fit 5 door (2009-2011)	73.0 x 89.55 1499	98.4	58.7 58.1	15 x 7 alloy, minimum weight 13 pounds	205/50	2.996, 1.679, 1.067, 0.761, 0.552	4.56	(F) 262 (R)OEM drum	2400	See 9.1.7.E.34
Nissan Versa 4-5 door (2010-2011)	78.0 x 83.0 1600	102.4	58.3 50.7	15 x 7 alloy, minimum weight 13 pounds	205/50	3.727, 2.048, 1.393, 1.029, 0.891	4.07	(F) 280 (R)OEM drum	2675	See 9.1.7.E.34
Mazda2 4 door (2010-2011)	78.0/78.4 1499	98	58.1 57.7	15 x 7 alloy, minimum weight 13 pounds	205/50	3.416, 1.842, 1.290, 0.972, 0.775	3.85	(F) 258 (R)OEM drum	2130	See 9.1.7.E.34
Toyota Yaris 2-4 door (2010-2011)	74.9 x 84.6 1491	96.9	58.3 57.9	15 x 7 alloy, minimum weight 13 pounds	205/50	3.545, 1.904, 1.310, 0.969, 0.815	3.722	(F) 258 (R)OEM drum	2250	See 9.1.7.E.34

Spec Miata

None.

Sports Racing

None.

Touring

T1

1. #3897 (John Buttermore) Cleanup of C5/C6 Spec Lines

In 9.1.10, T1, delete the Chevrolet Corvette Grand Sport (2010) spec line.

In 9.1.10, T1, Chevrolet Corvette C6 Coupe (05-10)/ Grand Sport (2010), change as shown. Note: deletions in Notes are due to current category allowances for radiators, oil coolers, transmission coolers and power steering coolers.

Chevrolet Corvette C6 Coupe (05-10/ Grand Sport (2010)	101.68 x 92.0 5967 (LS2) 103.26 x 92.0 6162 (LS3)	2685	18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)	245/40 (F) 285/35 (R) or 315/35 max. (F&R) or 315/35 max (F) 345/35 max (R)	2.66, 1.78, 1.30, 1.00, 0.74, 0.50, or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. ----- LS2 may use Grand Sport brake pack- age. Any brake caliper pistons allowed. May use any four piston brake caliper and brackets with a 50 pound weight increase. Z06 brake cali- pers allowed.	LS2: 3280 LS3: 3450 Add 50 lbs. for larger wheels and/or tires	C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. The max. tire sizes supersede TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; GM power steering cooler # 15925777; GM radiator # 25999103; GM radiator baffle # 25953429 (LS3 only); GM engine oil coolers (2) #15803358; Ren-Davis Radiator, part #1-16CV0500; fan shroud, Phoenix part # 1005422; Canton Accusump part # CA24006 or # CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets; GM trans-cooler part # 12480000 and B&M differential cooler part #70298, 180 degree thermostat Hypertech # 1015; Lingenfelter Performance Engineering #L310055204 thermostat (LS2 only); Earls oil-cooler part # 619-Setrab (19-row); HD oil pressure shim Phoenix part # 1005421. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permitted; the following parts are approved included: mount w/tensioner and spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. 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. The oil tank for either system shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hardware must be used. Alternate wheel bearings SKF Part # BAR 5049C permitted. C6-LS2 may upgrade to the Grand Sport brakes with no weight penalty. Entire parking brake assembly (including interior lever) may be removed.
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In 9.1.10, T1, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), Notes, delete the following due to current category allowances for radiators, oil coolers and transmission coolers:

GM Motorsports transmission cooler kit (Part # 12480080) is permitted for transmission and differential housing. GM Motorsports Oil Cooler & Reservoir Kit (Part # 12480120) is permitted.

Factory optional oil cooler (P/N 52452158) and associated plumbing parts are permitted.

Radiator from Doug Rippie Motorsports P/N 30-695 is permitted.

- #4304 (Ted Johnson) brake calipers/weight penalty - Allow C5 corvette to use any 4 pi
In 9.1.10, T1, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), in the Brakes column, change as follows: "Any four piston calipers **and brackets** with 18 x10in front wheels at a 50 pound weight increase **are permitted.**" and "may use the WilwoodSL6R brake caliper at no penalty."
- #4394 (David Mead) Removal of restrictors from Ferrari 360
In 9.1.10, T1, Ferrari 360 Modena & Challenge (00-02), Notes, delete "A throttle restrictor is req'd between each throttle body and plenum: 0.060" flat steel plate w/ one 65mm hole."

T2

- #3910 (CJ Moses) Request correction of all spec lines - EVO X
In 9.1.10, T2, correct the Mitsubishi Lancer Evo X / RS / GSR / MR (08-11) spec line as follows:

Mitsubishi Lancer Evo X / RS / GSR / MR (08-11)	85.0x88.0 86.0x86.0 1997 1998	2624 2650	17x9 18x9 (F&R)	235/45 245/40 (F&R) or 275/45 (F&R) MAX	2.93, 1.95, 1.44, 1.03, 0.72 or 2.91, 1.94, 1.43, 1.10, 0.87, 0.69 2.857, 1.950, 1.444, 1.096, .761 or 3.655, 2.368, 1.754, 1.322, 1.008, .775,	4.53 4.687 or 4.062	(F) 276 / 320 350 Vented Disc (R) 284 / 300 330 Vented Disc	3530	Permacool trans-oil-cooler #1006 or Setrab #SET616 and Mocal pump # MOC-17522HT, AMS front and rear springs #AMS-SGCA01 SCCA01-EVO X – AMS, 2" Genesis Technologies spacers allowed. allowed or AMS front and rear spring kit #AMS-SGCA02 including Genesis Technologies – 2" spacer allowed. 41mm Turbo Inlet Restrictor required. Keyo Radiator #KOR2676 allowed. Alternate AMS front sway bar permitted #AMS-SGCA-SBF02 SCCA-SBF02 EVO X, alternate rear sway bar permitted #AMS-SGCA-SBR02 SCCA-SBR02 EVO X.
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- #4219 (Richard Wiese) Class E90/E92 BMW M3 in Touring 2 at 3650lbs

T2	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) BMW M3 GTS (2010)	92.0 x 75.2 3999 92.0/82.0 4361	2761	18 X 10 (F) 18 x 10 (R)	295/35 (F) 295/35 (R)	4.06, 2.37, 1.58, 1.19, 1.000, .87 or 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00	3.85 or 3.15	F:360x30 R:350x24 or F:378x32 R:380x28	3700	

- #4321 (Lee Niffenegger) Classify Acura TL SH-AWD 6MT in T2

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Acura TL SH-AWD (2011-12)	90.065 x 96.1 3664	2776	19 X 9 (F) 19 x 9 (R)	275/40 (F) 275/40 (R)	3.63, 2.12, 1.53, 1.13, 0.85, 0.69	3.84	(F) 320 x 28 Vented (R) 334 x 11 Solid	3500	1000 lb/in springs permitted (F&R), part numbers H&R R25081000 or RF180180 or Eibach 0800.225.1000. 24mm rear anti-sway bar permitted, part number Progress 62.0111.

- #4364 (Kevin Fandozzi) notes error: Audi TTS
In 9.1.10, T2, Audi TTS Coupe (10-11), Notes, change "flat plate" to "turbo inlet".
- #4366 (Kevin Fandozzi) S 240 weight
In 9.1.10, T2, Lotus Exige S / S220 / S240 / Elise SC (2007- 2010), add to the Weight column: "S240: 2400". [Other models remain at 2190.]
- #4412 (Lee Niffenegger) Dual Classification of Honda S2000 T2/T3

T2	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>Honda S2000 (00-09)</i>	<i>87.0 x 90.7 2157</i>	<i>2400</i>	<i>17x9 (F&R)</i>	<i>235/40 (F) 275/40 (R)</i>	<i>3.13, 2.05, 1.48, 1.16, 0.97, 0.81 or 3.13, 2.05, 1.48, 1.16, 0.94, 0.76</i>	<i>4.1</i>	<i>(F) 300 Disc (R) 282 Disc</i>	<i>2720</i>	<i>Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Factory bolt-in roll bar may be removed to facilitate the installation of the req'd roll cage. Passenger seat belt assembly may be removed in conjunction with factory bolt-in roll bar. Comptech differential housing part #550-040 allowed. Springs and sway bars from 2008 S2000 CR allowed. This max tire size supersedes TCS tire rule section 9.1.10.D.7.b. Updating and backdating of flywheel is not permitted. CR front fascia, rear deck lid, and wing is permitted.</i>

T3

- #3900 (Bob Demers) Add 2011 Buick Regal to SS

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>Buick Regal (2011)</i>	<i>86.0 x 86.0 1998</i>	<i>2631</i>	<i>18 x 8 (F) 18 x 8 (R)</i>	<i>225/45 (F) 225/45 (R)</i>	<i>3.38, 1.76, 1.18, 0.89, 0.70</i>	<i>4.05</i>	<i>(F) 315 Vented Disc (R) 292 Solid Disc</i>	<i>3350</i>	<i>36mm Turbo Inlet Restrictor required. Front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637 permitted.</i>

- #4381 (Joseph McClughan) Request for tire size increase 215 to 245 (07-09 Mazdaspeed 3)
In 9.1.10, T3, Mazda Mazdaspeed3 (07-09), change tire size from "~~215/45~~" to "**245/45**".
- #4612 (CRB) Extend Cobalt SS models through 2010; Correct specs
In 9.1.10, T3, Chevrolet Cobalt SS (08-09), change model years to (08-~~10~~) and correct bore and stroke to **86.0 x 86.0**.



EVENT SCHEDULE

ROAD AMERICA #IDC-11-S
HELD UNDER 2011 GENERAL COMPETITION RULES
Revised 4/11/2011

The Chief Steward may alter the schedule at any time before August 26, 2011 for any reason.

QUALIFYING/MEETINGS 30 min. sessions

	MON 9/19	TUE 9/20	WED 9/21	THURS 9/22
	QUALIFYING:	QUALIFYING:	QUALIFYING:	QUALIFYING:
8:00	GTL/HP	FE/FM	EP/FP	T1/AS
8:40	FA/FB	SSB/SSC	FC/FF	FV/F500
9:20	SM	CSR/DSR	GT1/GT2	STO/GT3/STU
10:00	T1/AS	T2/T3	FE/FM	SRF/S2
10:40	FV/F500	GTL/HP	SSB/SSC	EP/FP
11:20	STO/GT3/STU	FA/FB	CSR/DSR	FC/FF
12:00	SRF/S2	SM	T2/T3	GT1/GT2
LUNCH/CRB MEETINGS	SS/AS/TOURING	GT/ST	FORMULA/SPORTS RACER	PROD/SM
1:30	EP/FP	T1/AS	GTL/HP	FE/FM
2:10	FC/FF	FV/F500	FA/FB	SSB/SSC
2:50	GT1/GT2	STO/GT3/STU	SM	CSR/DSR
3:30	FE/FM	SRF/S2	T1/AS	SM
4:10	SSB/SSC	EP/FP	FV/F500	GTL/HP
4:50	CSR/DSR	FC/FF	STO/GT3/STU	FA/FB
5:30	T2/T3	GT1/GT2	SRF/S2	T2/T3

HARDSHIP SESSIONS

Please see the Chief Steward

	FRI 9/23	SAT 9/24	SUN 9/25
7:45	SESSION 1	SESSION 1	SESSION 1
8:00	SESSION 2	SESSION 2	SESSION 2

NATIONAL CHAMPIONSHIP RACES

ALL RACES 13 LAPS OR 40 MIN., WHICHEVER ELAPSES FIRST.
RACE TIMES ARE GREEN FLAG TIMES.

	FRI 9/23	SAT 9/24	SUN 9/25
8:30	T1	T3	HP
9:30	FV	F500	AS
10:30	STO/GT3	SM	FB
11:30	SRF	GTL	T2

LUNCH

1:30	FP	SSB/SSC	EP
2:30	FC	CSR/DSR	FA
3:30	GT2	STU	GT1
4:30	FE/FM	FF	S2

ACTIVITY CALENDAR

Mon 9/19

6:00 pm*

Welcome Party

Tues 9/20

6:00 pm

Worker Party**

Wed 9/21

6:00 pm

Beat the Boss 4 mile Run*

Worker Party**

Thurs 9/22

6:00 pm

WORKER OF THE YEAR PARTY**

DRIVERS WELCOME!

Fri 9/23

5:30 pm

Worker Party**

Sat 9/24

5:30 pm

PARTICIPANT PARTY*

Sun 9/25

5:30 pm

Worker Party**

*All times are approximate

**Worker Parties start at conclusion of days events

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 23, 2011

The Solo Events Board met by conference call March 23rd. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD members R. David Jones, Marcus Merideth, and John Walsh; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and 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.

SAFETY

- The SEB has approved Mark Mauro as a new Rocky Mountain Divisional Solo Safety Steward.

GENERAL

- The following rule change proposals have been reviewed by the SEB and are being published here for member comment:

- Change section 1.3.2.D to read as follows:

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

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

In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. *The only passengers who may be allowed during competition runs in Divisional, National Tour, and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their drivers license requiring a passenger.*" (3984)

- Change section 4.8 to read as follows:

"4.8 DEFINITION OF CLASS TYPES

A. National Class – Any class defined in this rule book that is recognized as eligible for a National Championship. This explicitly does not include Supplemental classes. These classes are automatically offered at Divisional, National Tour, and National Championship events.

B. Supplemental Class – Any non-National class running under a proposed rule set for purposes of evaluation. It may be run alone or within a parent class. Its drivers may or may not be eligible for awards. In determining whether or not a supplemental class will achieve National Class status, that class will be evaluated on whether it:

- (1) has at least 25 participants (Open and Ladies Classes) for 3 of 4 consecutive National Championships or*
- (2) has at least 40 participants (Open and Ladies Classes) for 2 of 3 consecutive National Championships or*
- (3) fits with the long-term vision for the continued growth of Solo according to Introductory Section 1.2.3 of the Solo Rules.*

C. Regional Class – Any class not listed in these Solo Rules but created by a Region or other entity for local purposes."

STOCK

- The previously-published proposal (April Fastrack) to move the Honda Prelude (1997-2001) to GS has been withdrawn by the SAC after determining that this move had been previously completed.
- The following set of class listing change proposals has been recommended by the SAC and is published here for member comment (4322):

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

- The SAC and SEB have reviewed the following item, and thank this member for his input:
 - 20" wheel comments (3662)

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - Z car listing comments (2292)
 - Master cylinder brace comments (3918, 3936, 4121)
 - 350Z Move to ESP comments (3950)
 - Mustang classing (3986)
 - 370Z classing (4083, 4089, 4349)

STREET MODIFIED

- Per the SMAC, the following rule change proposal is submitted for member comment:

- Add new subsection 16.1.T as follows:

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

In conjunction with the above, remove 16.1.P line which currently reads: "These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment." (3786)

- The SMAC and SEB have reviewed the following items, and thank these members for their input:
 - Engine allowance comments (3869, 4003, 4268, 4274)
 - SMF comments (3922)

PREPARED

- The following rule change proposal has been recommended by the PAC and is published here for member comment:

- Change 17.10.C.2 to read as follows:

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

- a. 38mm for class FP*
- b. 52mm for class CP*
- c. Restrictor is not required for class XP" (2116)*

- The previously-published proposal (12/2010 Fastrack) to permit subframe modifications and substitutions is withdrawn per recommendation of the PAC. (2687, 3400)

MODIFIED

- The following amended version of a previously-published proposal is presented here for further member review and comment (new wording shown in bold type):

- 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. **Bandolero and Thunder Roadster vehicles are prohibited.***

Vehicles conforming to the Western States Dwarf Cars Association specifications (<http://www.dwarfworld.com/WSDCA-07.html>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F." (4280)

- 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"

- Per the MAC, the following previously-published proposal pertaining to aerodynamic modifications in class B Modified is provided here for further member review and comment (4384):

- 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 following amended version of a previously-published proposal is provided here for further member review and comment (new wording shown in bold type):

- 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, **1999 and up (bore 76mm, stroke 65.8mm) using 38mm Mikuni roundslide carburetors** as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use 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

Use of the 2003 and up "HO", "SDI", "RS", & "E-TEC" 593 variants is not permitted." (4425)

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 MAC and SEB have reviewed the following items, and thank these members for their input:
 - BM aero comments (4384)
 - Legends cars in FM (4282, 4290, 4291, 4294, 4306)

FORMULA JUNIOR / F125

- The following rule change proposals have been recommended by the KAC and are published here for member comment:
 - Change 19.1.D.1.f.2 to read as follows:

"2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a *25-lb* weight penalty." (2056, 3843, 3975, 4006, 4044, 4125)
 - Change the first paragraph of 19.1.D.2 to read as follows:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK-FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the SCCA Solo Rules Section 19.1 and incur an additional **25 lb** weight adjustment." (3843, 3975, 4006, 4044, 4125)
- The KAC and SEB have reviewed the following items, and thank these members for their input:
 - 250cc 4-stroke comments (3852, 3976, 4127)
 - Class naming comments (3977, 4007, 4045, 4046, 4126)

NOT RECOMMENDED

- General: Solo dress code (4343).
- Prepared: Hood scoop allowances (4160). The PAC believes that existing allowances for venting and ducting are sufficient.
- Prepared: Classing of Ultima GTR in XP (3792). The PAC does not feel this car meets the eligibility requirements for the Prepared category (17.0.A). The SEB reminds members that cars of this type may be submitted for review to add to DM and EM, per 18.1.A.1.
- Modified: Motorcycle drivetrains in DM/EM (3329). The MAC has revisited this subject multiple times and based on competitor input the committee continues to feel that this change would not be good for the overall health of the production-based Modified classes. Some vehicles with motorcycle drivetrains may currently be legal in AM or BM.

TECH BULLETINS

1. General: The SEB has determined that the Goodyear Eagle RS AC meets the requirements of Section 13.3 and is thus eligible for use in the applicable categories. (4090)
2. Stock: The following new listings, effective immediately upon publication, have been approved by the SEB:

Lotus Evora (n/a)(2010-2011)	AS (4239)
Porsche Cayman R (2011)	SS (4371, 4283)
BMW 1 Series M Coupe (2011)	AS (4372)
Ford Mustang V6 (2012)	DS (2617, 4004, 4373)]
Ford Mustang Boss 302 Laguna Seca (2012)	Stock exclusion list

3. Stock: The SEB has approved the following reclassifications, effective immediately upon publication per the provisions of 3.2:
 - Ford Mustang V6 (2011) – From FS to DS (2617, 4004, 4373)
 - Ford Mustang Boss 302 (2012) – From Stock exclusion list to AS (3985)
4. Street Prepared: The previously-published Tech Bulletin (April Fastrack) to add a new listing in BSP for the 370Z is clarified to read as follows:
 - Nissan 370Z (all) (2009-2011) BSP
5. Street Prepared: The listing in BSP for the 350Z is clarified to read as follows:
 - Nissan 350Z (all)

RALLYCROSS BOARD

RXB MINUTES | April 6, 2011

The RallyCross Board (RXB) met via conference call April 6. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Howard Duncan and Brian Harmer from the National Office.

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

Chairman Cashion called the meeting to order at 7:02pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Brent Blakely reported that the Safety Committee has not met since the last RXB meeting and that the Safety Bulletin (2/10/11) has not yet been distributed to the RallyCross Safety Stewards. Ken Cashion asked to know how the new Safety Steward Training presentation would be distributed. Brent Blakely will have the Safety Committee address distribution. The Divisional RallyCross Stewards (DRXS) have requested that the presentation be available online. The presentation has been used by NEDIV with generally positive feedback. The RXB also discussed an incident that occurred in March, but the discussion of details was limited due to no incident report having been received by the RXB. There was also some discussion as to what constitutes the need for an incident report. Howard Duncan emphasized the value of completing an incident report if there is any doubt. More information is better than too little in evaluating trends.
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that the new rules timeline has been posted at the RallyCross forums. There has been one rules change proposal submitted pertaining to adjustable sway bar links being allowed in the Stock categories. The Rules Committee discussed this proposal with a consensus towards fewer allowances in the Stock categories.
3. National Championship Committee (Ken Cashion):
 - Western States Championship feedback – Ken Cashion asked for feedback on the most recent National event. Karl Sealander reported that the event went well but requested that the Committee standardize the Supplemental Regulations for the Regionally-hosted National events. The Supplemental Regulations for the event included a new language for cones displaced by wheel spray. No cones at the event were displaced by wheel spray to test the policy. The event used the Class Eligibility Forms for tech and class inspections, however no reclassifications were made.
 - DNS policy – This is a situation that did arise at the Western States Championship and something that has not been defined in the RallyCross Rules or the Supplemental Regulations. Ken Cashion would like to have a reasonable penalty defined for a vehicle that doesn't start a run and will have the National Championship Committee discuss the issue. He also requested that the Rules Committee do the same as it pertains to the RallyCross Rules.
 - National Championship site – The site near Omaha, NE, originally secured for the 2011 National Championship, was sold and is no longer available. This requires that a new site be found for the event with every attempt to retain the same date, but depending on sites and availability the date may also be changed. Howard Duncan discussed several sites being considered. He will be making an evaluation visit to at least one site within the next few weeks. The RXB and the SCCA are attempting to resolve the situation as quickly as possible.
4. Divisional Steward Liaison (Stephen Hyatt): Stephen Hyatt reported that the Divisional RallyCross Stewards had a call on March 24. They are moving to a monthly meeting schedule. They discussed the National Supplemental Regulations changes, in which they liked the parade lap changes but did not like the wheel spray policy. There was discussion of the idea of merging Solo and RallyCross Safety Steward training with one common session and then separating to individual sessions. They would like guidance from the Safety Committee on what constitutes an incident and when an incident report should be filed. There is concern among the Stewards that sanctions are being granted without Steward review or approval. There is also concern that driver's licenses and SCCA memberships are not being checked consistently at event registrations. The Stewards questioned if the RallyCross Rules currently address participants who might be under the influence of *legal* narcotics (medical marijuana or other prescription drugs). In response to a RXB request for a DRXS 'wish list' a few months ago, the Stewards had the following items for RXB consideration: 1) An official landowner's packet. 2) Incentives for individuals to step up to be Safety Stewards and event organizers. 3) Sponsoring and marketing help. 4) DRXS travel costs reimbursement guidance.
5. Forum Activity: Ken Cashion asked that each of the RXB stay aware of topics and discussions occurring at the RallyCross forums.

Old Business

Growth Discussion: In the last RXB meeting, Ken Cashion requested that each RXB member provide 3 to 5 suggestions for growth. He compiled these suggestions and requested the RXB members review all proposals in preparation for a discussion emphasis at the next RXB meeting.

New Business

1. Posting of Minutes Revisited (Stephen Hyatt): Stephen Hyatt brought to the attention of the RXB that Club Racing is planning to release provisional minutes on the forums. This is something that the RXB has wanted to do for some time. Howard Duncan will inform the BOD of the RXB intentions and ask if RallyCross will be given the same provision to post a reduced and provisional format of the monthly minutes.
2. Global Rallycross: Howard Duncan reported that there have been discussions between the SCCA Marketing Department and the primary representative at Global Rallycross regarding trademark infringement or a possible licensing agreement. He indicated that they hope to have a resolution within the next week or two. The RXB discussed the possible value of association with such racing series with the general consensus being that there could be benefits to SCCA RallyCross.

The meeting was adjourned at 9:00pm CDT.

Next meeting: May 4, 2011

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

RRB MINUTES | March 7, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, April 4, 2011.

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

The Final March 7, 2010 RRB Minutes were approved. (English/Hanson)

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) - English & Ames

Pittsburgh, 1 NC (May 15) - English & Ames

St. Louis, Wilderness Trail, NT (July 16) - Van Vleet

St. Louis, Daniel Boone, NC (July 17) - Hanson

CAST In Stone, NT (July 30) – tentative

Arizona, Global Warming, NT? (Aug 27) - tentative (maybe Regionals?)

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

Oktoberally, NC (Sept 17) - tentative

Badger Trails, NT (Sept 18) - Van Vleet

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

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

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

Artic Alaska – rumor of a National ???

2. USRRC 2012 & Season Championships (including names of each)

Discussion: Wakemen continued the discussion (from the RRB meeting at the convention and Forum Member posted comments) in the proposal splitting the USRRC and the series into two championships.

Wakemen reviewed the member comment posts on the Forum and felt there were more comments for the split than against. If we move forward, the biggest question is... should the USRRC be counted as a stand alone or should it count for the yearly Championship Series. And should each class get an award and one overall USRRC award. This needs to go to the rules committee for final wording.

Other comments and concerns:

- No worker points for the stand alone event and no series points.
- You have to run all three rallies to be the USRRC National Champion.
- Tour E-L-S, Course E-L-S and GTA trophies, plus an overall USRRC Award?
- Eliminating series points would draw less competitors?

After MUCH discussion and insightful comments from Bill Kephart, the majority of the RRB members would rather the USRRC be left alone for the time being. We need more cars. Until we get 30-50 cars at a USRRC, then we can maybe attract some sponsors.

Discussion: Series Championship having the 70 points rule in the Grand Master and Expert Category only. Eliminate the 70 point rule for the Sportsman and Senior categories and the 70 points would not include worker points. Ask the rules committee for a final version of eliminating the 70 points rule for the sportsman and senior categories. A motion was made to: Article 8.B.4 – Change the final sentence from “Regional rallies may account for a maximum of 70 of these points in each series.” to “Regional Rallies may account for a maximum of 70 of these points in each series **for competitors in the Expert and Grand Master categories.**” (English/Hanson) It was approved by all.

English will invite the SCCA VIP's to the 2011 USRRC through Bill Kephart.

3. Newsletters

Discussion: : Renaming ITIS Newsletter was brought up again. Suggestions were Check Point, Road Rally Newsletter – Checkpoint or “**CHECKPOINT, The Road Rally Newsletter (Formerly known as ITIS)**”. Yes, that’s it.

4. Rules Committee Report – Rule Book posting

Discussion: The 2011 RRR Book is still not out. The 2010 RRR’s are still in affect.

5. Mentoring Committee

Discussion: Hanson volunteered taking on the Mentoring Committee and start developing organizational chart/ideas etc. Wakemen asked for Hanson to send the RRB members a proposed summary of ideas on this committee.

6. Concerns Tracker

Discussion: Wakemen put some instructions together and sent it to Lanz to review. Concerns Tracker currently runs on a server in Wakemen’s home. Wakemen is reviewing and modifying some of the code, fields and road maps etc. The software was developed from a software bug tracker. Lanz reported that SCCA has its own Concerns Tracker for Solo and it is very complicated. It would be nice if it was linked to the SCCA website. The Concerns Tracker would also serve as a Long term institutional memory. Stating, it is only as good as the longest serving RRB member.

Wakemen is editing some of the over kill in Concerns Tracker and once he has it in a form friendly format he will email it to the RRB members. All members will need to sign up for an account once we have Concerns Tracker.

7. New Weekend Membership Data

Lanz reported that he is waiting for Rick Meyers to get back to him on a new Weekend Membership Data. It will do two things: You can ask Rick to make an email bast to a set of Weekend Membership members on file from the regions around you. And second, he will do a set of addresses of the Weekend Membership members in your region and area regions. Hopefully it is coming very soon.

8. NER – Results from Covered Bridge Late Submittal Results

Discussion: Discussion of a \$50 fine for late submission of rally results was tabled until Pego can give us her perspective on this particular case. It was reported results were sent in too late by the points keeper. According to the RRR’s, there is a \$50 fine for late results (15 day limit). The Points keeper sent Wakemen an email with the problem and wants a \$50 Fine to be accessed. Other concerns: Classes/awards were given out using New England Region rules and not SCCA structure (E-L-S). And the results were sent on unofficial results form and after being told to re-submit and no new results were resent. All agreed to table this discussion until next month.

Old Business

Hanson commented that SCCA made a lot of effort at the convention on Customer Service and ‘Give them the Pickle’ concept. He proposed a Combined Weekend Membership/Entry Form at the convention. This was tabled until next month to ask Pego where it went.

Hanson continued his 3 Year Rule Cycle proposal. Concern by Wakemen was the RRB members are on a 3 year service cycle. It can be printed on the RRR Book... effective 20XX to 20XX (3 years). This needs more discussion.

Arizona Rally Committee member asked for his suspension to be lifted. Wakemen will ask the original Disciplinary Review Committee members for their recommendations/review of the requirements in the original letter sent.

Lanz suggested that the RRB should have some communication between RallyCross, Solo and Racing. SCCA should appoint Competition Committee made up of members from Rally Cross, Road Rally, Solo and Racing. And the RRB should appoint someone to be on this committee. Lanz will start by asking the other program heads for their comments. Kephart commented that Rick Meyers would be a good contact and stated the other boards are very busy. Maybe a yearly meeting at the Convention was suggested.

New Business – Ran out of time.

Next meeting: Monday, May 2, 2011 at 7:30 pm CST, via conference call.

The meeting was adjourned at 10:04 pm CST (via email, cause our allotted conference call time expired at 10 pm.) (English/ Van Vleet)

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

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

CLUB RACING

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>