

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 3, 2011

The Club Racing Board met by teleconference on May 3, 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; Todd Butler, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-06, 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

- #4720 (CRB) Update Non-metallic chassis requirements

Modify 9.3.36 as follows:

NON-METALLIC WHEEL/CHASSIS CONSTRUCTION

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

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

FORMULA

F5

- (Multiple) Allow Aftermarket Pistons in F500

The CRB thanks all those who responded to the request for input on aftermarket pistons, resulting in the following rule proposal.

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

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

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

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

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

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I. Forged pistons

Only the following forged replacement pistons are permitted:

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

J. Overbore pistons

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

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

GRAND TOURING

GT1

1. #4577 (Stephen Wiles) Allow taillight decals GTA when running GT 1.

In 9.1.2.D.10.c, add a new subsection as follows: "3. Tail lamp decals are permitted only on GTA/ASA/NASCAR type bodies. The decals must be in the approximately stock location and the brake lights must be centered within or behind the decals."

IMPROVED TOURING

1. (Multiple) Support for modification of wheel diameter rules

The CRB thanks all those who responded to the request for input on IT wheel diameter rules, resulting in the following rule proposal.

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

Cars originally equipped with twelve (12) inch wheels may fit thirteen (13) inch wheels. Cars originally equipped with metric 365 wheels may fit fourteen (14) inch wheels, and cars originally equipped with metric 390 wheels may fit fifteen (15) inch wheels. The above mentioned cars as well as those cars originally equipped with thirteen (13) inch or fourteen (14) inch wheels may fit up to a fifteen (15) inch wheel. Cars may not fit wheel diameters smaller *larger* than those listed on their spec line. All other cars shall retain the wheel diameter fitted as original equipment for their make, model, and type. Knockoff/quickchange type wheels are prohibited. Wheels must be made of metal. Cars classified in ITR may utilize any wheel diameter up to 17" or retain their stock diameter wheels if larger.

All ITS/ITA/ITB/ITC cars currently listed in the ITCS with a wheel size less than 15 inches would be changed to 15 inches.

All ITR cars currently listed in the ITCS with a wheel size less than 17 inches would be changed to 17 inches.

The heading on the wheel size column would be changed to "Max Wheel Diameter".

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

FC - ADDITIONAL ENGINES

The CRB requests input from the FC community on whether they would be in favor of adding additional 2.0 liter engines to the class. In each instance, this would happen only after appropriate testing and comparison. Such engines would begin at a disadvantage with the expectation that parity would be achieved over the first 2 years of approval.

MEMBER ADVISORIES

ADVISORY COMMITTEE MEMBERSHIP

The CRB requests members who are interested in serving on an advisory committee to submit a brief resume of their experience and expertise. There are current vacancies on some of the committees. If members are not selected immediately, their resumes will be kept on file for the future. At this time, the Improved Touring advisory committee is in particular need of new members.

IT ADVISORY COMMITTEE REQUEST

The IT advisory committee is seeking dyno information for the ITB Volvo 142e 2.0L. Voluntary submission of dyno charts (engine dyno results are preferred over chassis dyno results) is requested. All such information would be viewed only by committee members.

NOT APPROVED BY THE CRB

GCR

1. #4029/#4157 (Joe Cooley/Chris Current) Allow SCCA Pro License for SCCA National Races
While we agree that making it easier for a Pro Licensed driver to enter Club Racing events should be pursued, the steps needed to support this change (license application process changes, field training for registrars, crossover financial implications between Club Racing and Pro Racing, GCR changes) will require attention from several departments. Once the operational aspects can be worked out, the CRB will revisit the request.

FORMULA

FA

1. #3636 (Nathan Ulrich) Converted F2000 car rules
There are sufficient options available for use of this platform and engines. Additionally, it would be extremely expensive to make this package even mildly competitive in FA.

GRAND TOURING

GTL

1. #4599 (Keith Maloney) Return to 24mm SIR at 1900lbs.
Multiple changes have been implemented to help balance the class. We will continue to monitor performance during 2011 before making any further adjustments.

PRODUCTION

FP

1. #4665 (Barry Perkins) Weight reduction request for FP MGB to 1800lbs
This car is properly classified at this time.

HP

1. #4572 (Terry Boylan) 88-01 Civic: reduce weight to 2000 lbs weight never increased
This car is competitive as classified. This car is mechanically identical to the CRX and both are competitive.

SHOWROOM STOCK

1. #4574 (Peter Schwartzott Sr.) Removal of brake dust shields ON ALL SS CARS
Not within class philosophy

SSB

1. #4595 (Tom Bull) add limited slip diff.
Addition of limited slip differentials are approved only for factory optional equipment.

SPORTS RACING

DSR

1. #4616 (David Locke) Amendment of Proposed Rule under GCR 9.1.9.A.2.b.
The writer's amendment to the rule proposed in letter #2786 is to require all new cars in DSR to have a minimum weight of 1000 pounds. This would in effect dictate that all future DSR cars be "large" and would virtually eliminate the design option of building a small and light car. This would make the class more of a spec class than an innovative class which is not in keeping with the long standing philosophy and spirit of DSR.

TOURING

T1

1. #4446 (Jason Berkeley) Alternate Brakes for BMW M3
The current specification is appropriate.
2. #4533/#4534 (Chris Ingle/Michelle Tennant) Reduce the weight of the standard LS3 Corvette to 3350
Thank you for your input.

T2

1. #4580 (David Mead) CTS-V header request
Not within class philosophy.

PREVIOUSLY ADDRESSED

SSC

1. #4649 (Jason Isley) change effective date for B-spec cars
See May Fastrack.

NO ACTION REQUIRED

GCR

1. #4608 (Bill Seifert) Do not combine SSB and SSC at the Runoffs
The determination of which classes will qualify and/or race together is not based solely on how many cars were entered at last year's Runoffs; there are several criteria taken into account. Changes in groupings will be made only if entries in certain classes are well outside our expectations. These will be examined in mid-August.
2. (Multiple) SFI 38.1 requirement of proposed HNR requirement
Thank you for your input. Your concerns have been conveyed to the Board of Directors.
3. #4645 (Chuck Baader) Support Head and Neck Restraint
Thank you for your input. Your support for the proposed requirement has been conveyed to the Board of Directors.
4. #4686 (Tom Burt) Thank your SRF/S2 reconsideration
Thank you for your input.
5. (Multiple) Oppose Weight marking Item #4350
Thank you for your input. Some aspects of the proposed rule may be modified.
6. #4714 (Jason Berkeley) Revise Runoffs Schedule to separate T1 and STO more
There is no guarantee that cars may be run in multiple classes at the Runoffs. You may be able to arrange with the Chief Steward and Tech to exempt your car from impound (except for weight) for the first race and have any changes needed for the second race monitored by Tech. After the second race, the car would be impounded for both classes.
7. #4792/#4814/#4816 (Brian Kleeman/Bill Steinhoff/Richard Baldwin) Don't combine T2 with T3
There is no guarantee that cars can be run in multiple classes at the Runoffs. In this case, competitors may run both classes but split qualifying sessions between them since their races are separate. Changes in groupings will be made only if entries in certain classes are well outside our expectations. These will be examined in mid-August.

FORMULA

F5

1. #4771 (Paul Viacruis) Supports 600cc Sport Bike Engines in F500
Thank you for your letter of support for the 600cc motor cycle engine in F5. This option is still in the development stage. Additional data is expected to be presented in the near future.

FB

1. #4566 (Richard Cottrill) Gear Changer rules
Thank you your input. Please refer to letter #3101 in the March Fastrack. At this time there is no guaranteed method to prevent and detect the use of sophisticated computer controlled shifting if there are any electronic components in the shifting system.
2. #4724 (Russ Werner) FB Shifter rule proposal
Thank you for your letter of support for the recommended rule change in letter #3101 and taking the time to explain your thinking.

IMPROVED TOURING

1. #3616 (Bill Stevens) Request clarification of the method to determine the new weight.
Mr. Stevens has been contacted by an IT advisory committee member regarding this issue.
2. (Multiple) Support for removal of inconsequential items
Thank you for your input.
3. #4476/#4532 (Lawrence Cooper/Les Chaney) Oppose #3193, Removal of some inconsequential items.
Thank you for your input.

SUPER TOURING

STL

1. #4626 (Tyler Raatz) STL valve clarification
See TB 11-06, letter #4813. This clarifies that all replacement parts must be of the same dimensions and materials as OEM parts, unless other ST category or class rules allow deviations. 9.1.4.G.4 allows valves to be of other materials (except titanium).

SPEC MIATA

1. #4531 (Harry Manning) Request Revision to Muffler Rule Change
Thank you for your input. The rule is correct as written. The dimensions refer only to the muffler body, not any of the pipes, flanges, etc. that may be part of the assembly.
2. #4676 (Larry Mendez) Steering Rack Shim question
Shimming of the steering rack is not permitted. The rule is correct as written.

SUPER TOURING

1. (Multiple) Support request #3602: Allow alternate brakes in STL
Thank you for your input
2. #4462/#4480 (Dana Hullinger/Alan Leshner) Oppose #3602 9.1.4.3.E.1 Allow Alternate Brakes in STL
Thank you for your input

STO

1. #4467 (Tom Wilson) Remove restrictor from 8000 cc Viper
See letter #4787 in TB 11-06.

SHOWROOM STOCK

SSB

1. #4393/4569 (David Mead/Peter Schwartzott Sr) Request weight reduction for civic si 06-
See letter # 4555 in TB 11-06

SPORTS RACING

CSR

1. #4600 (Carl Liebich) Deny raising 2 cycle maximum from 1350 to 1470cc
Thank you for your well thought out letter on the 2 cycle displacement increase for CSR. The Formula and Sports Racing advisory committee does not think the 2 cycle engine would exceed the performance of the established 4 cycle engines and that potential and usable HP must be considered when looking at the 2 cycle engines.

DSR

1. #4611 (Ted James) weight limit change to 1000lbs minimum
Thank you for your input. Please see letter #4616 in the Not Approved section above.
2. #4618 (Craig Bradley) Leave the DSR weights as they are now.
Thank you for your input.
3. #4621 (David Locke) Clarification of CRB Letter #4616 DSR weight
Section 9.3.50 of the GCR covers the inclusion of the weight of the driver and including it elsewhere is redundant.

9.3.50. WEIGHT
All cars shall meet or exceed the minimum weight specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session.
4. #4669 (Jon Staudacher) CRB Letter 4616
Thank you for your thoughtful letter. Your commitment and effort you have put into building DSR race cars that take full advantage of the existing rules is evident. See the response to letter #4616 in the Not Recommended section above.

RESUMES

1. #4150 (Joe Griffin) Resume for F-SR advisory committee
Thank you for your resume. It will be considered with others when there is another vacancy on the Formula and Sports Racing advisory committee.
2. #4458 (Rob May) Resume for T-SS advisory committee
Thank you for your resume. Mr. May has been added to the Touring and Showroom Stock advisory committee.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2011

NUMBER: TB 11-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/11 unless otherwise noted.

GCR

1. #4623 (John Bauer) Clarify SafeRacer Logo Requirement
In 9.3.29.C, after "Effective 3/1/2010 for SCCA National Races, the SCCA Field Logo will consist of the National Series Logo (Figure 4A).", add: "*The logo shall come from the SCCA National Office and be unaltered.*"

Formula

FF

1. #4637 (Douglas Brenner) Request Larger restrictor for Fit engine
In 9.1.1.D.3.k.5, change 29.0mm to *29.5mm*.

Grand Touring

None.

Improved Touring

ITB

1. #4248 (Kirk Knestis) Correct the weight of the 93-97 VW Golf in ITB
In 9.1.3, ITB, Volkswagen Golf III (93-97) and Volkswagen Jetta III (93-97), change weight from 2350 to *2395*. [These cars were originally classified with an incorrect adder applied.]

Super Touring

ST

1. #4652 (Ian Stewart) Request change for cars/engines with Electronic Throttles
In 9.1.4.G.6, add the following: "*Alternately actuated throttle bodies may be considered on a case by case basis.*" [For example, replacement of a fly-by-wire system might be allowed to be replaced by a conventionally actuated system.]
2. #4737 (Greg Amy) Porting Rule Clarification
In 9.1.4.G.15, change as follows: "~~The intake and exhaust ports may be ported in STO and STU unless otherwise noted at a 1 percent weight penalty. The valve guide may be machined as part of this porting. The intake manifold may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s). STL must conform to the STL specific cylinder head rules.~~"

In 9.1.4.1.E, add a new subsection: "*4. The intake and exhaust ports may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting.*"

In 9.1.4.2.B, add a new subsection: "*3. The intake and exhaust ports may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting.*"
3. #4738 (Greg Amy) Engine Compression Rule Clarification
In 9.1.4.G.17, change as follows: "~~To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined. Compression is limited to 12.0:1 for STO and STU and 11.0:1 for STL. If an STL eligible car has an OEM compression ratio higher than 11.0:1 the vehicle may retain the OEM compression ratio.~~"

In 9.1.4.1.E, add a new subsection: "*5. Compression ratio is limited to 12.0:1.*"

In 9.1.4.2.B, add a new subsection: "*4. Compression ratio is limited to 12.0:1.*"

In 9.1.4.3.B, add a new subsection: "*5. Compression ratio is limited to 11.0:1. If an STL-eligible car has an OEM compression ratio higher than 11.0:1 the vehicle may retain the OEM compression ratio.*"
4. #4739 (Greg Amy) Rules Clarification - Flywheels/Clutches
Delete 9.1.4.G.11: "~~The ring gear diameter must be the same as the production flywheel. Flywheels shall be ferrous or~~"

aluminum, but are otherwise free. For STO and STU, clutch and pressure plate design is free, but see individual class specifications for material restrictions. For STL, stock diameter flywheel, clutch and pressure plate must be used."

In 9.1.4.1.F.1, change as follows: "*Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free.* Carbon clutches are permitted."

In 9.1.4.2.C.1, change as follows: "*Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free, however* carbon clutches are not permitted."

In 9.1.4.3.C.1, change as follows: "*Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free, however* carbon clutches are not permitted."

5. #4786 (Matt Slavens) classification of modified lotus 211

In 9.1.4.1.I, add *Lotus 211/Exige/Elise/3500/2450///*

6. #4787 (Rob May) Clarify STO Viper spec lines

In 9.1.4.1.I, Dodge Viper 8300cc and Dodge Viper 8400cc, Notes: delete "55mm flat plate restrictor required." and change restrictor from 60mm to *55mm*.

In 9.1.4.1.I, Dodge Viper 8000cc and 7990cc, change weights to *3300* and restrictors to *65mm*.

7. #4789 (CRB) Review letter 4352

Effective upon publication:

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 free.*"

[Note: these changes were previously submitted as rules changes for 2012, however, because the current rules cause all cars to be non-compliant, these changes are effective upon publication.]

8. #4813 (CRB) Clarify replacement parts allowance

In 9.1.4.A, add a new paragraph to clarify allowances: "*Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in the Super Touring category or class rules.*"

STO

1. #4780 (James Burke) Classify new car

In 9.1.4.1.I, add *Porsche Cayman (2005-11)/3600/2875///*

2. #4790 (Rob May) Add 1997-2002 Audi S4

In 9.1.4.1.I, add *Audi S4 (1997-2002)/2700/3000//Twin K04 turbos permitted/*

STU

1. #4588 (Peter Keane) STU table clarification

In 9.1.4.2.H, add title to second table: "*Alternate vehicle allowances*". Move table before blank Notes page.

2. #4788 (Rob May) Addition to ineligible cars for STL

In 9.1.4.3.B.1, add to the ineligible car list: "*Lotus 2 eleven*".

Production

EP

1. #4521 (Jonathan Leitner) Allow replacement of fly by wire throttle body on 2.5 ltr. BMW Z3

In 9.1.5, EP, BMW Z3 2.5L, add to notes: "*Alternate throttle body from BMW 92-95 325i part number 13541748105 permitted only with Turner Motorsports adapter plate part number TEN9990850 to replace drive-by-wire throttle body.*"

- #4749 (Jesse Prather) Add 2010-2011 to MX5 spec line
In 9.1.5, EP, Mazda MX-5 (06-09), change the model years to (06-11).

HP

- #4236 (Jesse Prather) Classify Mazda 2
In 9.1.5, HP, add:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Mazda 2 (2007-11)	2	1900 **1948 ***1995	4 Cyl. DOHC	78 x 78.4	1499	Alum	Alum	(I) 29.2 (E) 25.9	Fuel injection 60mm throttle body	90.0	62.55 62.14

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Mazda 2 (2007-11)	15 x 7	5	(F) 259/10.2 (R) 201/7.9		Comp. Ratio limited to 11.0:1, Valve lift limited to .390".

- #4438 (Buddy Norton) Add the Datsun 210 1.3 to the eligibility list
In 9.1.5, HP, Nissan/Datsun 210 (79-82), add to Notes: "*Alternate engine permitted with Bore and Stroke: 75mm/70mm, Displacement: 1237cc, Valve Diameters: IN 35.0 mm, EX 30.0 mm.*"
- #4750 (Jesse Prather) Yaris specs
In 9.1.5, HP, Toyota Yaris (06-09), add to Notes: "*Comp. Ratio limited to 11.0:1, Valve lift limited to .390*".

American Sedan

None.

Showroom Stock

SSB

- #4555 (Peter Schwartzott Jr) request to reduce the weight of the Civic to 2995lbs
In 9.1.7, SSB, Honda Civic Si (06-09), change weight from ~~3050~~ to **3000**.

SSC

- #4648 (Jason Isley) B-spec questions
Thank you for your input on vehicle weights. The wheel offset has already been removed. Any traction control systems for which there is no manufacturer provided defeat mechanism must remain operable.

In 9.1.7.D.34, change the model years of the Toyota Yaris from "~~2010~~-2011" to "**2007**-2011".

Spec Miata

- #4488 (Kevin Foote) Bilstein part number change
In 9.1.8.C.4.a.1, after "B46-1488" add "*or 24-014885*" and after "B46-1489", add "*or 24-014892*". [These changes reflect a new Bilstein part numbering system; there is no change to the parts.]
- #4617 (Jim Drago) Allow the Cusco limited slip
In 9.1.8.C.3.b, add the following: "*Alternate MAZDASPEED #0000-02-5500 limited slip differential is permitted.*" [The previously specified differential is no longer available.]

Sports Racing

DSR

- #3548 (Stan Clayton) Request SIR size increase for DSR
In 9.1.9.A.2.b, DSR engine table, modify as follows: "Any GTL engine prepared to GTL engine specifications, ~~with individual runner restrictors or SIR, if required:~~ *For restricted engines, 25.5mm SIRs for 4 valve engines and 26.5mm SIRs for 2 valve engines are required.*"

Touring

T1

- #4628 (CRB) Remove TBD for Camaro
In 9.1.10, T1, Chevrolet Camaro SS (98-02), Notes, delete "~~Factory optional oil cooler (P/N 52452158) and associated plumbing parts are permitted:~~" and delete "(P/N TBD)", twice. [Oil coolers are now permitted for all T cars.]
- #4809 (CRB) Ferrari 360 adjustment
In 9.1.10, T1, Ferrari 360 Modena & Challenge (00-02), change weight from ~~2825~~ to **2875**.

T2

1. #4552 (Alex Brand/David Krugman) Integrate "2006" model year to "07-10" Exige S Line
In 9.1.10, T2, Lotus Exige S / S220 / S240 / Elise SC (2007- 2010), add to Notes: "*Lotus Exige (2006) may be supercharged by meeting all specifications in this classification.*"
2. #3818 (Rob May) Clarify BMW M3 in T2
In 9.1.10, T2, BMW E92 M3 (08-09) BMW M3 GTS (2010), correct as follows: "~~BMW M3 GTS (2010)~~", "~~92.0/82.0-4364~~", "or *DCT* 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00", "or *DCT* 3.15", "~~or F:378x32 R:380x28~~", "3700, *3775 with DCT*".

[Only the base model M3 should have been classified. Clarify that the 3.15 final drive is permitted only with the DCT transmission.]
3. #4519 (Mark Wilson) Correct T2 Part numbers in the GCR
In 9.1.10, T2, Ford Mustang GT 5.0L (2011-12), Notes, correct as follows: "Spring Kit #M-5300-*A* (*M-5310-A front, M-5560-A rear*)," and "Swaybar Kit #M-5490-*A*".
4. #4659 (CRB) T2 2011 Mustang GT Restrictor addition
In 9.1.10, T2, Ford Mustang GT 5.0L (2011-12), add to Notes: "*65mm flat plate restrictor required.*"
5. #4805 (CJ Moses) Add weight spec lines for both the 5-speed and Dual Seq Trans
In 9.1.10, T2, Mitsubishi Lancer Evo X / GSR / MR (08-11), change weight from "3530" to "*3480 or 3580 with paddle shifter*"

CLUB RACING BOARD MEMORANDUM

DATE: May 20, 2011
FROM: Club Racing Board
TO: SCCA Members
SUBJECT: Committee Resume Solicitation

The SCCA Club Racing Board seeks resumes of members interested in serving on one of the Advisory Committees. There are nine category-specific committees, including:

- American Sedan
- Formula/Sports Racing
- GT
- Improved Touring
- Production
- Spec Miata
- Super Touring
- Touring
- GCR

Interested parties should submit a resume to <http://www.crbscca.com/>.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

David Brand vs. SOM Ref. No. COA 11-01-SE

April 14, 2011

FACTS IN BRIEF

On March 19, 2011 following qualifying on the first day of the Double National at Road Atlanta, Jeff DeGriek, driver of T2 # 64, protested David Brand, driver of T2 # 36, alleging his car was non-compliant, citing GCR 9.1.10 TCS Sections: E (Car Classification); D.4.b.1. (Final Drive); D.1.a.3. (Engine Modification); D.1.c.1. (Fuel System); D.8 .a.1. (Body Structure). The protest specifically requested inspection of the following: "gear ratio, final drive, supercharger pulley, fuel injectors, removal of a rear panel and air Intake". The Stewards of the Meeting (SOM) Geoff Churchill, Al Malone, and Robert Horansky, Chairman, met, heard testimony; and contacted by telephone: the nearest authorized Lotus dealer; David Gomberg, member SCCA Club Racing Board (CRB); and Fred Clark, SEDiv Divisional Administrator for Tech. The SOM also had Inspections made by the Atlanta Region Tech crew.

During the inspection of Mr. Brand's car, it was discovered that the car was a 2006 Exige car with a supercharger. The 2011 GCR TCS-T2 has no classification for a 2006 Exige car with a supercharger. Mr. Brand was allowed to race on both Saturday and Sunday pending the decision of the SOM. The SOM ruled that the car was unclassified. Inspection also showed that the car had non-stock heat shield tape on the air intake and the rear body panel covering the muffler was missing. Both items were ruled non-compliant. Mr. Brand's competition license was assessed 2 penalty points and he was moved to last place finisher for both his Saturday and Sunday races. Mr. Brand appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on April 14, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from David Brand, received March 30, 2011.
2. Official Observer's Report and related documents, received March 31, 2011.
3. Witness statement from Robert Horansky, Chairman SOM, received April 11, 2011.
4. COA conference call on April 14, 2011 with Bob Dowie, Chairman SCCA CRB and David Gomberg, member SCCA CRB.

FINDINGS

Mr. Brand did not provide any new evidence in his appeal. The Observers Report indicates the SOM did a thorough job inspecting the vehicle and investigating the year and model of the car. The CRB further confirmed that the supercharged model of the 2006 Lotus Exige is not listed in the 2011 GCR TCS-T2. Also, the CRB confirmed that the rule is written as the CRB intended and there is no Error or Omission to correct. The COA finds no reason to disallow the evidence used by the SOM in arriving at their decision.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Brand presented no new evidence and the Court deems his appeal not well-founded. Mr. Brand's appeal fee will be retained by SCCA.

Appellants are reminded that the Court of Appeals normally requires new evidence that was not available to the First Court as a basis for a well-founded appeal. Procedural errors by the First Court also may form a well-founded appeal. Simply asking for a second opinion without basis is not well-founded.

TIME TRIALS ADMINISTRATIVE COUNCIL

Date: April 21, 2011

From: Time Trials Administrative Council

Subject: Errors and Omissions – 2011 Time Trials Rules

Rule change effective 6/1/2011

Time Trials Rules

(Dave Deborde) Correct Omission in 11.2 Club Trials (Level 2)

Roll bars or cages will NOT be required in those cars prepared to Stock, Street Prepared, Street Touring or Street Mod specifications as found in the Solo rules, except for Convertibles and Targa* top automobiles. These cars must have either a roll bar meeting Section 11 of the TTR, *a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups)*, or a factory hard top using the factory mounting hardware and mounting points. *Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement)*. Targa* top (and T-top) automobiles may forgo the roll bar requirement under the condition that the Targa bar meets the height requirement set forth in 11.2.1.B. Any convertible that runs with a TTR legal roll bar must do so with convertible top down and in the latched position. Any car modified beyond any part of those rules must be equipped with a roll bar minimum. This includes cars prepared to the Solo classes of Prepared or Modified. Any car built to a GCR class MAY NOT interchange preparation rules to circumvent the roll bar requirement (for example, even though an IT car may run in the Street Prepared Classes at a Solo event, it does not qualify for the roll bar exception in this case, and must have a roll bar to run any Time Trials event.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 16-17, 2011

The Solo Events Board met in Kansas City April 16-17. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, 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 following rule change proposal has been recommended by the SSC and is being published for member comment (4326):
 - Add a new subsection to 1.3.2 Other Operating Requirements as follows:

"U. Competitors are responsible for using proper support (e.g. jack stands or other similar means) to safely support a raised vehicle. Jacks used alone are not sufficient."
- Note: this is simply codifying a safety requirement which has been understood for many years.

GENERAL

- The following change to the previously-published sound policy has been approved by the SEB:
 - Change the last paragraph to read:

"Directing the exhaust away from the sound meter can be considered unsportsmanlike conduct and may be referred to the Chief Steward for action under 1.3.2.L."
- The following rule change proposal is being published here for member comment:
 - Change section 9.4.1 Penalties to read as follows:

"9.4.1 Penalties
The penalties in increasing order of severity are as follows:
9.4.1.1 Reprimand
A reprimand against an SCCA member shall be noted in the official results of the event
9.4.1.2 Time or Position
Penalties expressed as addition of time or loss of finishing position may be imposed.
9.4.1.3 Disqualification from Competition
Disqualification from competition may be imposed on an entrant, driver, or car.
9.4.1.4 Probation
Probation of SCCA Solo competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA Solo event, until such time as it is lifted.
9.4.1.5 Suspension
Suspension of SCCA Solo competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA Solo event until such time as it is lifted.
9.4.1.6 Expulsion from SCCA
Expulsion from the SCCA may be imposed as provided by the SCCA by-laws."
- The following group of rule change proposals, intended to be implemented as a package, is being published here for member comment:
 - Modify 4.1.D to read as follows:

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

Regional event: event chairman or region Solo chairman

Divisional Event: Host Region RE or Divisional Solo Steward

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

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

- Add a new paragraph to 8.3.9 Notifications as follows:

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

- Change 10.8 to read as follows:

"10.8 PUBLICATION AND EFFECT OF DECISION

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

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

- Change section 4.9 to read as follows:

"4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES

A. *A class is eligible for a National Championship when:*

1. *At least 12 competitors, combined between Open and Ladies, participated in the prior year's Nationals or*

2. *At least 18 competitors, combined between Open and Ladies, participate in the current year's Nationals.*

B. *A National Winner will be declared when the conditions above are not met."*

Comment: The proposed 4.9 rule change eliminates the requirement for the SEB to take action when a class falls below the minimum participation level of 17 competitors (combined) in Open and Ladies at the National Championship event. However, classes which have a low participation level as described in the proposed rule will not be eligible for a National Championship.

- Change section 11 to read as follows:

"11. AWARDS

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

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

- The following rule change proposal is published here for member comment:

- Change the third paragraph of 6.10 to read as follows:

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

STOCK

- The following classing change proposal is published here for member comment:

- Move from DS to FS: Ford Mustang V6 (2012) *Comment:* this move is linked to the published proposal to move a variety of other cars to DS from either GS or FS. The desired result is that the '11 Mustang V6 and those other cars (Genesis V6, G35 coupe, Infiniti G37 coupe, '10-'11 Camaro V6, '10-'11 Challenger V6) will be classed together in DS or not moved from their current classes.

STREET PREPARED

- Per the SPAC, the following classing change proposal is submitted for member comment:

- Based on feedback received from the membership the SPAC feels that it is time for additional Street Prepared class to be added to the category. This class will fit between the current CSP and BSP classes by creating a new class designated S (Super) Street Prepared. Cars currently classed in ASP will be moved to SSP, designated cars classed

in BSP moved to ASP , and several cars classed in CSP moved to BSP. This will leave BSP to be filled with popular 2 and 4 seat sports cars and sports sedans like the BMW M3, Nissan 350Z, Honda S2000, Chevy Corvette (C4), Mazda RX8, Audi TT, and other cars of similar drive train configurations and/or performance potential. Classes DSP, ESP, and FSP remain unchanged.

This proposal also addresses the issues of the Evo and STi, which are currently classed in BSP. The membership has repeatedly requested action on the so-called "rally cars," but member feedback has also repeatedly opposed moving them to ASP.

The details of the proposed new listings are shown below:

Street Prepared Class S-Super (SSP)

Chevrolet

Corvette '97-'04 (C5 Chassis)

Corvette '05-'11 (C6 Chassis)

Dodge

Viper

Elva

Courier

Ferrari

355

360

Dino 206 & 246 (all)

F430 (all)

Ford

GT

Griffith

(all)

Lotus

7 & 7A

Elan (RWD)

Elan M100(FWD, all)

Europa (all)

Elise, Exige, & Exige S ('05-'11)

Elite 2+2 & Elcat

Esprit (4-cyl, all)

Esprit (V8)

Morgan

V8 all

+4 (2138cc, all)

Nissan

GT-R (R35)

Porsche

911 Turbo (AWD)

911 GT2 ('02-'05)

911 GT3 (996 & 997, all)

911 (3.6L air-cooled, non-turbo)

911 Turbo & 930 (to 3.3L)

911 Turbo & Turbo S (3.6L air-cooled)

Tesla

Roadster ('08-'11)

TVR

4-cyl & 6-cyl (all)

V8 (all)

Sports cars over 2.0L not otherwise classified.

(See section 15.1.C for update/backdate limitations)

Street Prepared Class A (ASP)

BMW

128 & 135 ('08-'11)

328 & 335 ('06-'11)

Z4 35i & 35is (Coupe & Roadster)

Z8

- Bricklin
- DeLorean
- DeTomaso
 - Mangusta (all)
 - Pantera (all)
- Dodge
 - Stealth Turbo
- Ferrari
 - 250 (non-LM)
 - 275
 - 308 Coupe & Spider
 - 330
 - 365 Daytona GTB & GTC
- Jaguar
 - E-type (all)
- Mazda
 - MazdaSpeed Miata
 - RX7 ('93-'95)
- Mercedes Benz
 - CLK 320 & CLK 32 AMG
- Mitsubishi
 - Lancer Evolution XIII & IX ('03-'07)
 - Lancer Evolution X & RalliArt ('08-'11)
 - 3000GT Turbo
- Nissan
 - 370Z
- Pontiac & Saturn
 - Solstice GXP & Sky Redline
- Porsche
 - Boxster & Cayman (all)
- Shelby
 - Cobra 289
- Subaru
 - Impreza WRX STI ('04-'07)
 - Impreza GT, WRX, & WRX Sti ('08-'11)
- Sunbeam
 - Tiger 260 & 286
- Toyota
 - MR2 (all incl. Turbo) '91-'95
 - Supra Turbo ('93.5-'98)

Street Prepared Class B (BSP)

- Audi
 - TT (1.8T, FWD & Quattro)
 - TT (3.2L, Quattro)
 - Quattro Turbo Coupe
- BMW
 - M Coupe, M Roadster, & Z3 (6-cyl)
 - M3 (E36 chassis, all)
 - M3 (E46 chassis)
 - Z4 30i
- Chevrolet
 - Corvette ('53-'54)
 - Corvette ('55-'57)
 - Corvette ('58-'62)
 - Corvette ('63-'67)
 - Corvette ('68-'82)
 - Corvette ('84-'96) (all)
- Chrysler
 - Crossfire & Crossfire SRT6
- Honda
 - S2000 (All)

Mazda
 RX-7 Turbo ('86-'92)
 RX-8
 Nissan & Datsun
 240Z, 260Z, 280Z
 280ZX & 280ZX Turbo
 300ZX Turbo ('84-'89)
 300ZX Turbo ('90-'96)
 350Z
 Pontiac
 Fiero (V6)
 Firebird Firehawk SLP ('90-'92) (3rd gen, 383cid)
 Firebird Firehawk SLP ('93-'02) (4th gen, 383cid)
 Porsche
 911 (3.2L max, non-turbo) ('65-'89)
 911 Carrera 2
 911 Club Sport
 911 (non-turbo, NOC)
 914/6 (all)
 924 (all incl. Turbo)
 944 (all incl. Turbo)
 928
 968
 Saleen
 Mustang S281E & Mustang (NOC)
 Toyota
 MR2 (all incl. Turbo) ('91-'95)
 Triumph
 TR-8

Street Prepared Class C (CSP)

BMW
 Z3 (4-cyl)
 M3 (E30 chassis)
 Datsun
 Roadster (1500, 1600, & 2000)
 Fiat
 Abarth (all)
 124 Spider ('75-'78) & 2000 Spider (non-Turbo)
 2000 Spider Turbo
 Honda
 Civic (1.5L) '84-'87
 Civic & CRX '88-'91
 CRX (1.5L) '84-'87
 Jensen-Healey
 Lancia
 Scorpion
 Lotus
 Cortina
 Elite (1216cc)
 Mazda
 MX-5 Miata ('90-'05)
 MX-5 ('06-'11)
 RX-2 & 616
 RX-3, RX-3SP, & 808 Mizer
 RX-7 (non-turbo) '78-'85
 RX-7 (non-turbo) '86-'92
 Mercedes Benz
 190E 16v
 Morgan
 4/4
 Pininfarina
 2000

Pontiac & Saturn
Solstice & Sky
Porsche
356 & 1600
924S & 944 (8v)
Carrera (4-cyl only)
Toyota
MR2 & MR2 Supercharged ('85-'89)
MR2 Spyder ('00-'05)
Supra ('79-'81)

Sedans over 1.7L & under 3.0L not otherwise classified.
Sports cars under 2.0L not otherwise classified.

(See Section 14.1.C for update/backdate limitations.)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 27, 2011

The Solo Events Board met by conference call April 27th. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, and Dave Hardy; BOD members Dick Patullo and John Walsh; Doug Gill, Nancy Downing, 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.

AWARDS

- The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners can be found Appendix V of the Solo Rules.

STOCK

- Per the SAC, the following rule change proposal is provided for member comment:
 - Change 13.8.E to read as follows:

"If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification." (3801, 3827, 4142, 4152, 4205)
- Per the SAC, the origin of Stock sway bar rule was an allowance to improve vehicle dynamics at a time when sway bars were not commonplace in new cars, and RWD was the most common layout in the automobile industry. FWD and AWD are common today, and throughout the years there have been comments pointing out that FWD cars would benefit more from a rear sway bar change. In an effort to broaden the field of competitive vehicles across the entire range of the Stock classes, the SAC would like to introduce the option of changing or adding the front OR rear sway bar. The committee believes this promotes the core values of the club by increasing participation with broader choices of competitive models, improved tire wear and improved handling for specific vehicle drive trains. To that end, the following rule change proposal is submitted for member comment (4530):
 - Change 13.7 to read as follows:

"13.7 ANTI-ROLL (SWAY) BARS

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

- Per the SAC, the following classing change proposal is published for member comment:
 - Nissan GTR from exclusion list to SS (4560)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - AS proposal (2448, 2493)

STREET TOURING

- The STAC has provided the following proposed Appendix A detailed listings, which are intended to accompany its previously-published (February) proposed category rules re-organization. As called out in Appendix A, only cars which are specifically classed are eligible for competition at National Tours, Divisionals, and the National Championships. Competitors currently competing in a car that is covered by an "NOC" classing are advised to request specific classing in order to maintain eligibility. Specific class names are still under discussion by the STAC.
 - Change the Appendix A listings under STREET TOURING CATEGORY to read as follows:

ST "New"

Only cars listed below are eligible:

MINI Cooper (non-S)
 Mazda 3
 Acura RSX
 Toyota Corolla (98-2011)
 Scion tC, xA, xB
 Mazda 2
 Honda Fit
 Ford Fiesta
 Toyota Yaris
 VW Golf 2.5
 Honda CR-Z
 Honda Civic (2001-2011)(non-Si)

ST

Only cars listed below are eligible:

Honda Civic (84-2000)
 Acura Integra (86-2001)
 Sentra SE-R (91-94)
 Nissan NX2000 (91-94)
 Toyota Celica (86-2005)
 Dodge/Chrysler Neon
 Subaru Impreza 2.5 RS (98-2001)
 Nissan 240SX
 Toyota Corolla FX16
 Audi A4 1.8T
 Audi TT Coupe and Roadster (non-quattro)
 Mazda 323 GT & GTX
 Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)
 Volvo S40 (non-T5) & V40
 Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

STS

Only cars listed below are eligible:

Honda CRX
 Honda del Sol
 Mazda Miata (1990-97, non-Torsen equipped)
 Mazda RX-7 (non-turbo, viscous lsd equipped)
 Toyota MR2 (1985-89)
 BMW Z3 4 cyl.
 Toyota MR2 1991-1995 (non-turbo)
 Pontiac Fiero (4-cyl)

STX

Only cars listed below are eligible:

Audi A3, A4, & TT Quattro
 Acura Integra Type R
 BMW M3 (E30 chassis) (1988-91)
 Chevrolet Cobalt SS (Turbo)

Chevrolet Camaro (up to 5.0L)
Ford Mustang (up to 5.0L)
Honda Civic Si (2006-10)
Mazda RX-8
MazdaSpeed Protégé
Mazdaspeed 3
Mazdaspeed 6
MINI Cooper S & Cooper S JCW
Nissan Sentra SE-R Spec V
Pontiac Firebird (up to 5.0L)
Subaru Impreza WRX (2.0LTurbo, non-STI)
Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)
Volkswagen R32
Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

STU

Only cars listed below are eligible:

Audi S4
BMW 3 Series (E90 chassis, including M3) (2006-10)
BMW M3 (E36 chassis) (1995-99)
BMW M3 (E46 chassis) (2000-2005)
BMW 135i
Chevrolet Camaro (over 5.0L)
Ford Mustang (over 5.0L)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (all)
Pontiac GTO
Pontiac Firebird (over 5.0L)
Subaru Impreza WRX STI
Volvo S60R
Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

STR

Only cars listed below are eligible:

BMW M Coupe & M Roadster (1998-2000)
BMW Z3 (non-M)(6-cyl)
BMW Z4 (non-turbo, non-M)
Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)
Honda S2000
Mazda Miata (non-MazdaSpeed)
Mazda MX-5 Miata (2006-09)
Mazda RX7 (non-turbo, NOC)
Nissan 350Z
Pontiac Fiero (6-cyl)
Pontiac Solstice (non-turbo)
Porsche 911 Carrera (3.2L) (1984-89)
Porsche 924, 944 (non-turbo) & 968
Toyota MR2 Spyder
Saturn Sky (non-turbo)
2-seat sports cars and sports car-based models, up to 3.2L normally aspirated, NOC

STREET PREPARED

- The SEB has approved the addition of Brian Burdette to the SPAC (4167)
- Per the SPAC, the following group of class listing changes is proposed for member comment (3521):
 - FSP
 - Mazda 323 non-turbo (1986-1989)
 - Mazda 323, Protege, MX-3 4 cyl. (1990-1994)
 - Mazda Protege (1995-1998)

- Per the SPAC, the following reclassifications are proposed for member comment:
 - From DSP to FSP (3972, 3973):
 - Honda Prelude (1983-1987)
 - Honda Prelude (1988-1991)
 - From DSP to FSP (4516):
 - Ford Focus SVT (2002-2004)
- Per the SPAC, the following rule change proposal is submitted for member comment (4275):
 - Change 15.2.I.2 to read as follows:
 - "2. A spoiler may be added to the rear of the car provided it complies with either of the following:
 - a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.
 - b) It is a non-production rear spoiler which is mounted to the rear most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original body work in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the *original* bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."
- The SPAC believes that motor mounts have become essentially unconstrained, and that the transmission mount allowance should follow suit. Hence the following rule change proposal is submitted for member comment (4168)
 - Add new subsection 15.10.N as follows:
 - "N. Transmission mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Transmission position may not be changed. This part must retain factory dimensions and attachment points, including factory design."
- The following listing change proposal (breaking a one-line item into two separate lines) has been recommended by the SPAC and is submitted for member comment (4267):
 - Change the Lancer Evolution listing in BSP to read as follows:
 - Lancer Evolution (2003-2007)
 - Lancer Evolution & Lancer RalliArt (2008-2011)
- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - Prelude move comments (4011)
 - 370Z classing (4083)
 - RX8 classing (4118)
 - Z car classing (4192)

PREPARED

- Per the PAC, the following rule change proposal is being presented for member review and comment:
 - Add the following to 17.4.H:
 - "3. For EP cars with 2 valve per cylinder piston engines, wheels up to 10 inches wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."*
 - Comment: The intent of this proposal is to provide a moderate competitive adjustment for vehicles in EP with less powerful 2 valve engines, without disruption to other cars in the class.
- The PAC is recommending the following listing change proposal be published for member comment:
 - Combine the listings for 1984-87 Honda Civic and CRX in Appendix A for GP Limited Preparation as follows:
 - Civic/CRX & Civic/CRX Si (1984-87) 13x6 1.07/1.30 58.8/59.1
 - 1488cc 1490
 - Fuel Inj or Carb
 - Comp ratio to 11.0:1, valve lift to 0.390"
 - Comment: The current listings for the 84-87 Civic and CRX have identical specifications. The primary intent of this proposal is to allow CRX's to install power steering, which was originally available only in the Civic. (4416)

- The SEB has approved the addition of Jeff Stroh to the PAC (4622)
- The PAC and SEB have reviewed the following items, and thank these members for their input:
 - EP and DP wheel widths (2956)
 - CP subframes (3401, 3402, 3438, 3486, 3560, 3581, 3610)
 - XP weight formula (4325)

MODIFIED

- The MAC and SEB have reviewed the following items, and thank these members for their input:
 - Legends cars (4306)

FORMULA JUNIOR / F125

- Per the KAC, the following class name change proposals are published for member comment (3833, 3834, 3844, 3977, 4007, 4045, 4046, 4126):
 - F125 becomes KM
 - FJA becomes JA
 - FJB becomes JB
 - FJC becomes JC

NOT RECOMMENDED

- Roll cages (4273)
- Wings in Street Prepared (1726). The SPAC believes that wings are more appropriate in SM.
- Final drive allowances in Street Prepared (4123). The SPAC does not recommend this change.
- Bushing allowances in Street Prepared (4509)
- BMW 330 classing in Street Prepared (4590). The SPAC does not believe that results from a single event warrant a class change.

TECH BULLETINS

1. Stock: Errors and Omissions: The Ford Mustang Boss 302 is presently classed in AS. The Boss 302 Laguna Seca is presently on the Stock exclusion list.
2. Stock: The previously-published (May Fastrack) listing for the Cayman R contained an error, and should read:
Porsche Cayman R (2012) SS (4283, 4371)
3. Stock: The following class listing clarification is effective immediately upon publication (4244, 4359):
GS
Mercedes C230 (1999-2007)
4. Stock: Per the SAC, the following new listings are effective immediately upon publication:

Mercedes C280 (1995-2000)	GS (4244)
Mercedes C280 (2001-2007)	DS (4244)
Mercedes C300 (2007-2011)	DS (4244)
Mercedes C350 (2007-2011)	DS (4244)
Suzuki Kizashi (2010-2011)	HS (4503)
5. Street Prepared: Per the SPAC, the following new listing is effective immediately upon publication (4596):
DSP
Nissan Altima (2007-2011) (all)
6. Street Prepared: Per the SPAC, 15.5 is clarified by adding an additional paragraph to 15.5.C as follows:
"On strut type suspensions where a compliant camber kit replacement lower control arm (as defined by 15.8.H.2) is used, an alternate upper spring perch/seat and/or mounting block (bearing mount) as described in 15.5.C may be used, *provided it offers no camber or caster adjustment beyond standard.*"
7. Street Prepared: Per the SPAC, the following listing clarification is effective immediately upon publication (4235, 4331, 4332):
FSP
Toyota Corolla AE86 Chassis (1984-1987) (all)
8. Street Prepared: Per the SPAC, in 15.2.I.2 the restrictions on the spoiler refer to distance from body and total width of

spoiler. There is no restriction on vertical height other than as described by the restrictions above. (4431)

9. Prepared: Per the PAC, Competitors wishing to take advantage of the reduced roll bar height allowance in 3.3.2 are advised that OE clip mechanisms do not meet the requirements that hardtops must be 'bolted securely in place.' Non OE threaded fasteners, such as the hardtop attachment kits commonly used in Club Racing are acceptable. (3158)
10. Prepared: Per the PAC, 1988-'91 Honda Civic Si and CRX Si chassis are considered interchangeable with non-Si chassis of the same years for vehicles prepared to Limited Preparation rules in Class GP. Competitors are advised that any 1988-'91 Si chassis utilized in GP must be prepared to the specifications for non-Si vehicles (including engine restrictions), with the exception of the factory sunroof installed on the Si chassis, which is allowable as a comfort & convenience option. (3384)
11. Prepared: "Per the PAC, competitors are reminded that that 17.2.S requires all vents/louvers on hoods and engine covers be covered by wire mesh having openings no greater than ½. (4145)
12. Prepared: "Per the PAC, competitors are reminded that per 17.10.L.3, engine vents/breathers may not be in any way connected to the exhaust system." (4340)
13. Prepared: Per the PAC, aluminum side housings are permissible for rotary engines in Class XP. (4379)

RALLYCROSS BOARD

RALLYCROSS MINUTES | May 4, 2011

The RallyCross Board (RXB) met via conference call May 4. Attending were Ken Cashion, Chairman, Tom Nelson, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, Pego Mack, Howard Duncan and Brian Harmer from the National Office.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom Nelson reported that a Safety Committee meeting was held April 19 at which two incidents were reviewed. The first incident, a rollover in Alabama, was attributed to driver error and an aging suspension and not to a course or surface issue. No further action was deemed necessary. The second incident occurred at the March 19 event in Detroit, where a car crossed the finish line, went through a fence, impacted a tree, and rolled over. The speed of the car at the finish was estimated to be 70 to 75 mph. No injuries were sustained, but the fence had to be replaced. The Safety Committee reviewed the case and made its recommendations to the RXB that the Safety Stewards involved have their Safety Steward licenses suspended through calendar year 2012 and that the Region's RallyCross program be placed on probation through calendar year 2011. After a lengthy discussion among the RXB about the Safety Committee's recommendations, the following motion was put forward: *Cashion/Hyatt – The Detroit Region RallyCross program will be put on probation through 2011. All sanctions will go through the RXB until 2012. If there is a safety violation during this time period, the result will be even harsher penalties, up to and including the termination of the program. Bob Martin and Scott Harvey will have their RallyCross Safety Steward licenses suspended until the end of 2011, at which time they may reapply (under an approved training course). This will be followed by a one-year probation. They may not do course design during this time period.* Motion approved: Unanimous. Tom Nelson also reported that the Safety Committee discussed plans to issue a Safety Bulletin that will reiterate the Safety Stewards' authority, how to fill out an incident report, and a mandate that incident reports be sent not only to the National office but also to the RallyCross Divisional Steward, the Safety Committee, and the RXB. Further RXB discussion followed concerning when to file an incident report and the procedures to file it. An incident report should be submitted for all incidents that involve injury and property damage, and may include incidents as minor as mechanical failures or bee stings. Howard Duncan reiterated that when in doubt submit a report.
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that the Rules Committee received a proposal for a new class, Modified Rear Wheel Drive, which has been addressed briefly by the Committee. Also to be addressed is a proposal requiring catalytic converters in the Prepared classes. Warren noted that comments and submissions have been light thus far with only three formal submissions. Ken Cashion recommended posting reminders at the forums of the submission period and that it closes on June 15. It was also recommended to send the same notification to the Stewards mailing list. Submissions need to be formally submitted to the RXB in order to be considered.
3. National Championship Committee (Ken Cashion): Concerning the National Championship site, Howard Duncan reported that contact has been made with Heartland Park Topeka (HPT) officials about the use of their facilities. Howard's concern with HPT is not if the site is suitable but if it is economically feasible. Ken Cashion is concerned about layout of the site and the possibility of only one car on course at a time. Another site possibility is in Salina, Kansas, which may address some of the issues with HPT. Other possible sites are also being pursued.
4. Divisional Steward Liaison (Stephen Hyatt): Stephen Hyatt summarized topics discussed at the recent Divisional RallyCross Stewards meeting. Topics discussed are as follows:
 - Detroit incident discussed.
 - Incident reports discussed – when, how, and what.
 - Utah event (Western States) – positive feedback.
 - Green cards and incidents forms – proper and current versions.
 - Better communication between Divisional Stewards and the Safety Committee.
 - Lack of SportsCar articles – more RallyCross coverage. Send it and it will be printed.
 - Posting or other communications of rules clarification for public knowledge not just for submitter.
 - Asked for championship site recommendations after briefing on status.

Old Business

Growth Discussion: Due to the length of discussions on other topics, Ken Cashion requested that the growth discussion be postponed. The RXB agreed and will schedule a special meeting in two weeks.

Next meeting: May 18, 2011

ROAD RALLY BOARD

RRB MINUTES | May 2, 2011

The *RoadRally* Board (RRB) met via conference call on Monday, May 2, 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 not in attendance.

The Revised April 4, 2011 RRB Minutes were approved. (English/Lanz)

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) - Hanson
Hurdle, NGTA (Aug 13) - Lanz
Oktoberally, NC (Sept 17) - English
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

2. Newsletter Report

Discussion: Wakemen reported that Ames still needs everyone's biography for future issues.

3. Rules Committee Report - English

Discussion: The 2011 RRR Book is still not out. There is still no word from the Rules Committee, so the 2010 RRR's are still in effect.

Lanz made a suggestion that the Rules Committee needs to look at the Disciplinary Committee section of the RRR's, to be changed to include disciplinary action against a Rally Committee member; currently it only applies to a competitor. Either change Article 15 to cover both, or create a new article to cover disciplinary action against a rally committee member. English will take it back to the Rules Committee.

4. Mentoring Committee

Discussion: Hanson volunteered last month to take on the Mentoring Committee and start developing organizational chart/ideas etc. Hanson will have something for the board to review next month.

5. Concerns Tracker

Discussion: Some members were able to get in, but could not return to it. Wakemen suggested that anyone having trouble needs to reset their passwords again. Wakemen reported there are 31 items to review/update.

6. New Weekend Membership Data Update

Lanz reported that he is still waiting for Rick Meyers to get back to him on a new Weekend Membership Data. (Last month Lanz reported: It will do two things: You can ask Rick to make an email blast 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.)

7. NER – Results from Covered Bridge Late Submittal Results

Discussion: After Wakemen contacted Pego on NER late submittal results, it was turned over to the National Office and they will handle it.

Old Business

Discussion: Hanson continued his 3 Year Rule Cycle proposal that he brought up last February. He stated, there is no good reason that we need to be messing with the rules now, let's concentrate on keeping the Regional program going. The next publication of the RRR's (2012) should be stated for 3 years or 2012-2014.

New Business

Discussion: Lanz thinks we need to re-invent the Photo Contest again. The contest seems to have died and we need to look for someone to take it over.

Discussion: Lanz reported he will have the Took Kit ready next month.

Discussion: Lanz reported that the Points Keeper does not track how many people ran rallies that are not Championship events (Social, Charity and other non-qualifying events). Lanz has a volunteer ready to take on this task. Wakemen will find out for sure if this is needed from Pego/Deena for next months RRB Meeting.

Discussion: Lanz suggested adding one more member to the RRB or maybe asking Mark to come back to the RRB. Van Vleet added that we need active rallyist on the RRB to make well informed and knowledgeable decisions. We need to put out a call for a replacement for RRB member Van Vleet, as it is my last year on the RRB. Wakemen will post for applications/resumes to the forum.

Discussion: Lanz suggested an agenda item for next month – making sure that all Regional Rallies are added to the SCCA Calendar Website. And ask for the Regional to sanction their events sooner than 2 weeks. Hanson suggested that the 3rd weekend of the month should be the 'National' weekend for National rallies only. Van Vleet commented that most National Rallies have 'set' month events from year-to-year and are sanctioned well in advance.

Discussion: Calendared rallies listed on the SCCA website with a 'T' in front of the name stands for Tentative (unsanctioned).

Next meeting: Monday, June 6, 2011 at 7:30 pm CST, via conference call.

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>
2011 Runoffs home page: <http://www.scca.com/event.aspx?hub=1&event=17207>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2011 Tire Rack SCCA Solo National Championships home page: <http://www.scca.com/event.aspx?hub=3&event=17058>

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>