

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 7, 2011

The Club Racing Board met by teleconference on June 7, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were 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 11-07, 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/>

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GCR

- #2673 (John Nesbitt) Revise 3.5.5
Change 3.5.5 as follows:

Changing Supplemental Regulations

All *non-clerical errors and omissions* changes to the Supplemental Regulations and event schedule must be approved by the SOM. *Prior to the start of the event, the Chief Steward may make clerical errors and omissions changes to the schedule and/or class groupings and related information (for example, the omission of a class or a reference to the rules for a regional class).* Except for modifications to the schedule and/or class groupings, no changes may be made to the Supplemental Regulations after the pre-entry period is open unless either there is unanimous agreement by all affected competitors who have already entered, or the SOM determine changes are necessary for reasons of safety or forces beyond their control.

- (Multiple) SCCA recognizing of ARMS and EMRA Race Licenses
The Club Racing staff has evaluated the licensing requirements and procedures of Atlantic Region Motor Sports (Canada) and the Eastern Motor Racing Association (EMRA). Based on these evaluations, add to 3.1.5.C new items: "*18. Eastern Motor Racing Association (EMRA) Competition License.*" and "*19. Atlantic Region Motor Sports (ARMS) Regional Competition License.*"
- #4727 (Terry Ozment) Add language to the GCR regarding media rights.
Correct section numbering and add a new section 1.4 regarding media rights as follows: Change 1-2.4 to *1.3* and change 1-2.5 to *1.3.1*; add new section 1.4 to read as follows:

"*1.4. Media Rights*
The Entrant agrees to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizer of an Event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party."
- #4867 (Terry Ozment) Duplicate car numbers
In 5.6, make explicit that Registration has the authority to assign car numbers by changing 5.6, paragraph 3 as follows: "Registration provides all entry information to Timing and Scoring in the format requested by T&S. Information from late entries must be given to T&S promptly. *Registration assigns the car numbers for all cars entered in the event.*"

5. #4875 (CRB) Clarify 6.10.2
In 6.10.2, remove an unintended clause as follows: "C. The car is anywhere on the course when the green is displayed, but not in the pits." [A car that stops in the pit lane without completing the pace lap is considered a starter.]

SUPER TOURING

STO

1. #4834 (John Slinkard) front fender replacement STO S2000
In 9.1.4.1.H, Honda S2000, add to Notes: "*ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted.*"
2. #4835 (John Slinkard) rear bumper replacement for STO S2000
In 9.1.4.1.H, Honda S2000, add to Notes: "*ASM fiberglass rear bumper ASM-AP100167 permitted.*"

STU

1. #4856 (James Lucas) Use of a Supercharged Ecotech Engine in STU
In 9.1.4.2.G, change model from "~~Chevy Cobalt SC~~" to "*Chevrolet Cobalt /Caviler (Super Charged)*" and weight from 2900 to *2650*.

PRODUCTION

HP

1. #4593 (Omer Norton) Allow the use of 1970-1978 240z, 260z, 280z calipers and rotors
In 9.1.5, Nissan/Datsun 1200, Nissan/Datsun 210 (79-82), Nissan/Datsun 210 1.4 and Nissan/Datsun B-210 1.4, add to Brakes Alternate: "*Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted.*"

SPEC MIATA

2. #5155 (CRB) Allow standard repairs
In 9.1.8.C, add the following to the fourth paragraph: "*It is permitted to use industry standard procedures to repair damaged non-engine components (e.g., welding a transmission case or differential housing).*"

TOURING

T3

1. #4722 (Jim Leithauser) Alternate exhaust manifold
In 9.1.10, T3, BMW Z4 3.0si Coupe (07-08), add to Notes: "*Euro manifold part #11 62 7 833 500 and 62 7 833 501 permitted.*" [Header is not recommended.]

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

STATEMENT ON SHOWROOM STOCK AND TOURING CLASSES FOR 2012

Based on current participation levels, it does not seem likely that T3 will remove itself from its current probationary status. In that case, the CRB plans to disperse the T3 cars to T2 and to SSB. Appropriate adjustments in weight and/or intake restrictors will be made. There may be some T3 cars that will not be competitive in T2 regardless of such adjustments and which may not fit in SSB either; the owners of such cars may wish to prepare their cars to run in STU. The details about which cars will move from T3 to T2 and which will move to SSB, along with weight, restrictor and preparation allowances will be worked out in the next few months.

Of the remaining Touring and Showroom Stock, classes T1, SSB and SSC participation numbers are not encouraging. If these classes do not achieve the 2.5 average in 2011, the CRB will consider whether to allow a probation year or move to consolidate them in 2012.

NOT APPROVED BY THE CRB

PRODUCTION

FP

1. #4955 (Guy Marvin/) Move Datsun 2000 Roadster from EP to FP
This car has too much potential to be moved to F Production and is appropriately classified in E Production.

SUPER TOURING

1. #3798/#4256/4259 (Christopher Childs/ Josh Baldwin/Matt Blehm) Include Non-USDM Engines
Non-USDM engines will not be permitted in ST due to limited availability of some non-USDM engines and difficulties in compliance enforcement.

TOURING

T1

1. #4711 (Carl Fung) Rear OEM wheels on front C5 Vette
Thank you for your input.

T2

1. #3606 (TC Kline) Add Classification - Porsche Boxster Spyder
Not within class philosophy.
2. #4767/#4768 (Jay Patel/Joe Koenig) Reduce 996 Porsche Weight by 300lbs.
This car is competitive as classed.

T3

1. #4683 (Jeremy Lucas) Touring Rule: 5.b.2.c (spring position/ride height)
Spacers may be requested by competitors. Spacers will be addressed per car.
2. #4776 (Bill Steinhoff) allow adjustable front control arms
Not within class philosophy.

PREVIOUSLY ADDRESSED

T1

1. #3860 (Chris, Jr. Ronson) Please reduce tire size of the Grand Sport Corvette
See May Fastrack where C6 and Grand Sport Corvettes were combined on one spec line.

NO ACTION REQUIRED

FORMULA

F500

1. #4742 (Jeff Blumenthal) New optional motor for F500
Thank you for your input, the CRB will continue to monitor the performance of the 593 and if results are other than expected a competition adjustment will be made.
2. #4743 (George Bugg) 593 Engine Option Input
Thank you for taking the time to let us know your thoughts on the 593 addition to the F5 class. There was sufficient data available to make the initial judgment on this engine. Performance will continue to be monitored and adjustments will be made if necessary.

FB

1. #4866 (Michael Devins) Shifting in F1000
The proposed rule change has been sent from the CRB to the BoD who will consider it at their next meeting.

IMPROVED TOURING

1. #4161 (Andy Bettencourt) Application of the Process
Thank you for your input.
2. #3861 (Jim Bishop) Classification process question
The classification process is in the ITAC operations manual located on SCCA.com in the members Resources/File Cabinet area in the "Advisory Committee Addendum - IT Process document".
3. #4893 (Bill Bagby) New IT wheel rule proposal
15 inches would be the *maximum* wheel diameter if listed on the spec line. You would continue to be able to use your current 13 inch diameter wheels.

ITB

1. #3591 (Charles Broring) Oppose Proposed Changes
Thank you for your input. Various car classifications are currently being re-evaluated.

PRODUCTION

FP

1. #4763 (Dieter Griesinger) Revisit Letter #4375 Triumph Spitfire 1500
After much discussion of not only the 1500 Spitfire but the entire F production class it was determined that a small amount of weight should be added to the 1500 Spitfire to bring the class into balance. Class parity will continue to be monitored now and in the future.

SUPER TOURING

1. #4263 (Ian Stewart) Against non USDM engines
See letter #3798
2. #4592 (Charles O'Toole) support for letter 4320 - remove drain plug safety wire requireme
Thank you for your input.
3. #4758 (Jake Gulick) Supports more open engine rules
Thank you for your input.

SHOWROOM STOCK

1. #4713 (Brett Mars) Find a home for the Boss 302S
This car will be classed in STO when it is available.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2011

NUMBER: TB 11-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/11 unless otherwise noted.

GCR

1. #4728 (Jim Rogaski) Conflict between GCR 3.3.A and Ops Manual 5.8 & 5.9
Correct a conflict between 3.3.A and the SCCA Operations Manual by changing the reference to Appendix B as follows: "A. SCCA race date/event sanctioning policies and procedures are found in the ~~SCCA Operations Manual~~ *Appendix B.*"
2. #4730 (Jim Rogaski) GCR conflict between sections 6.9 & 6.8 on restart order
Correct GCR Section 6.9.B. to agree with 6.8.B as follows: "B. If the race has not reached half distance or time, the black flag "ALL" procedure shall be used to bring all cars into the pits, and 15 minutes will be allowed to install rain tires, at the driver's discretion. The cars will restart single file in the overall *physical* order of the cars on the last completely scored lap."
3. #4870 (CRB) Correct reference
In 7.4.D, last table entry, change "FE: ~~see 9.1.1.A.5.19~~" to "*FE: see 9.1.1.J.19.*"
4. (Multiple) SCCA recognition of ARMS Regional and EMRA licenses and MCSCC Novice Permit

EFFECTIVE UPON PUBLICATION

The Club Racing staff has evaluated the licensing requirements and procedures of the Midwestern Council of Sports Car Clubs (MCSCC), the Atlantic Region Motor Sports (Canada) and the Eastern Motor Racing Association (EMRA). Based on this evaluation and with BoD approval of immediate implementation,, add to 3.1.5.C new items: "*18. Eastern Motor Racing Association (EMRA) Competition License.*" and "*19. Atlantic Region Motor Sports (ARMS) Regional Competition License*" and modify 3.1.5.C.7 as follows: "Midwestern Council of Sports Car Clubs (MCSCC) Full *and Novice permit*".
[Note: approved by the Board of Directors June 11, 2011.]

FORMULA

FF

1. #5184 (CRB) Clarify FF/FC stressed panel measurement
In 9.1.1.D.7.a, fourth paragraph, add a new second sentence to clarify how to measure the distance between fasteners as follows: "*The distance between fasteners is measured on the surface of the panels.*"

GRAND TOURING

GT1

EFFECTIVE UPON PUBLICATION

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 and visible within or behind the decals.*"

[Note: approved by the Board of Directors June 11, 2011.]

GT2

1. #4653 (Leroy Lacy) Request for additional Ford Motorsports engine block
In 9.1.2, GT2, Sunbeam, change last Notes entry as follows: "Ford Motorsport engine blocks {P/N M-6010-A50, & M-6010-B50 *and M6010-BOSS302*} are allowed." [Other blocks are no longer available new.]

GT3

1. #4670 (David Steele) Close loop holes on the definition of a street port engine.
In 9.1.2, GT3, add to Mazda rotary engine Notes: "*Contact National Office for specific details of various allowable port configurations.*"
2. #4811 (Doug Yip) Question Concerning MR2 Spyder Engine Placement
In 9.1.2, GT3, Toyota MR2, 99-02, correct drive-line from FWD to *RWD.*

IMPROVED TOURING

None.

SUPER TOURING

STU

- #4925 (Philip Royle) 5th and 6th port actuators - 13B
In 9.1.4.G.15, add: "**For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.**"
[Note: the request to add language to plug intake manifold balance pipes or tubes is unnecessary since this is covered by existing rules on emissions equipment.]
- #5136 (CRB) Add spec line for BMW 3 series in STU
In 9.1.4.2.G, add the BMW 3 Series

E46 BMW 3 Series	2500	CHART	Adaptor BMWAD1 or BMWAD2 permitted to mate M50 throttle body to M54 intake manifold.
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- #5162 (Ron Pawley) Class Lexus IS 300 in STU
In 9.1.4.2.G, add the Lexus IS 300

Lexus IS 300	2800	3080	Maximum bore: 87mm; maximum stroke: 78mm.
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PRODUCTION

EP

- #4517 (Gary Gist) Regarding RX7 cases
In 9.1.5, EP, Mazda RX-7 (12A / 13B) (79-85) and Mazda RX-7 (13B) (86-91), Notes: correct as follows: "Any 13B rotor housing and any 84-92 non turbo 6-port side **and/or intermediate** housing permitted."
- #4819 (Dick Stockton) Permit Automotive side drafts - EP Triumph TR4
In 9.1.5, Triumph TR2, 3, 3A, 4, 4A, TR4, TR4A, IRS, add to Carb Number and Type Listing: "**(2) Weber DCOE on IR manifold, 34mm chokes required at 1900 lb.**"

FP

- #5153 (CRB) Correct FP Nissan SPL311 carburetor Note
In 9.1.5, FP, Nissan/Datsun SPL 311/311-U, correct the Carb Number and Type as follows: "(2) Auto type side draft 45mm max. throttle bore **w/ 38mm choke(s)** or 46mm H46 Hitachi/SU **w/ 38mm choke(s)** on I.R. manifold.
- #5183 (CRB) Adjust Elva Courier weight
In 9.1.5, FP, Elva Courier Mk. I, II & III 1622 & 1798, change 1798cc weight from ~~1825~~ to **1875**.
In 9.1.5, FP, Elva Courier Mk. III, IV 1800 & Mk. IV R & C, change weight from ~~1825~~ to **1875**.

HP

- #4429 (Arthur Coy) Adding 2009 and 2010 years Honda Fit
In 9.1.5, HP, add the Honda Fit (09-) as follows:

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.)
Honda Fit (09-)	2	1900 * 1948 ** 1995	4 Cyl. SOHC	73.0 x 89.4	1497	Alum	Alum	(I) 28.15 (E) 23.15	Fuel injection	98.4	63/62.3

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Honda Fit (09-)	15 x 7	5	(F) 10.3 vented (R) 7.9 drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .390".

- #4838 (Robert Crawford) Classify Dodge Colt 1.6 FWD (79-84) in H Production
In 9.1.5, HP, add the Dodge Colt 1.6 as follows:

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.)
Dodge Colt (79-84)	2	1850 * 1896 ** 1943	4 Cyl. SOHC	76.9 x 86.0	1597	Iron	Alum	(I) 38.3 (E) 31.3	Carbureted	90.6	57.3/56.9

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Honda Fit (09-)	13 x 7	4	(F) 227 disc (R) 229 drum		Comp. Ratio limited to 11.0:1, Valve lift limited to .450".

AMERICAN SEDAN

- #5186 (CRB) Adjustments for limited prep cars
In 9.1.6, make the following adjustments for limited prep cars:

Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), add to Notes after "Max. Tire Size: 275,": "*for Max. Tire Size 295, add 100 lbs.*"

Cadillac CTS-V (04-05), change weight from 3750 to "*275 Tire: 3600, 295 Tire: 3700*".

Cadillac CTS-V (06-07), change weight from 3800 to "*275 Tire: 3650, 295 Tire: 3750*".

Camaro & Firebird (93-97), change weight from ~~3480 SS/WS6~~-3580 to *3330*.

Camaro & Firebird (98-02), change weight from 3530 to *3430*.

Mustang Cobra (94-95), change weight from 3580 to *3430*.

Mustang Cobra R (1995), change weight from 3680 to *3530*.

Mustang Cobra (96-98), change weight from 3480 to *3380*.

Mustang Cobra (99-02), change weight from 3680 to *3530*.

Mustang Mach 1 (03-04), change weight from 3480 to *3380*.

Mustang Coupe GT (05-09), change weight from 3480 to *3380*.

GTO (04-06), change model to "*Pontiac* GTO (04-06)" and change weights from LS1: 3480 to *3430*, LS2:3530 to *3480*.

2. #5187 (CRB) Correct camber for Cadillac
In 9.1.10, Cadillac CTS-V (04-05) Restricted Prep and Cadillac CTS-V (06-07) Restricted Prep., add to Notes: "*Up to 2.0 degrees rear negative camber allowed.*" [This should have been added at the same time as the allowance for the Pontiac GTO.]

SHOWROOM STOCK

1. #5185 (CRB) Correct SS eligibility
In 9.1.7.B, restore the following as the second and third sentences: "*Cars classified will be approved by ARB, EPA and DOT for sale in the United States. They shall be models intended to be available to the general public for purchase.*"

SSB

1. #4861 (Peter Keane) Reduce Weight of RSX
In 9.1.7, SSB, Acura RSX Type-S (02-04), change weight from 2895 to *2845*.
In 9.1.7, SSB, Acura RSX Type-S (05-06), change weight from 2995 to *2945*.

SPEC MIATA

1. #4663 (Jeff Labounty) Lock for timing sensor on 99 up Miatas
In 9.1.8.C.1.p.3, add "*On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.*" [This is to prevent a specific failure at certain tracks where rough curbing is causing the brass fitting in the plastic support arm to fail.]
2. #5181 (CRB) Correct SM Crank inconsistency
In 9.1.8.C.1.c.1, change "The stock Mazda Miata crankshaft must be used with no modifications allowed, as shown in the following table, which also displays minimum weights (not including pilot bearing or hardware):" to "*The stock Mazda Miata crankshaft must be used with no modifications except for machining to allow the use of main and rod bearings as allowed in 2 below. The following table lists the permitted crankshaft for each model year and the minimum weight (not including pilot bearing or hardware).*"

SPORTS RACING

None.

TOURING

1. #5185 (CRB) Correct Touring eligibility
In 9.1.10.C.3, restore the following as the second sentence: "*Cars classified shall have been approved by the ARB, EPA, and DOT for sale in the United States, and shall be models intended to be available to the general public for purchase.*"

T2

1. #4687 (Patrick Womack) Reduction of Z4 M by 250lbs
In 9.1.10, T2, BMW Z4 M Coupe (2007), reduce weight from ~~3375~~ to **3325**.
2. #4860 (Peter Keane) Reduce Acura TL weight
In 9.1.10, T2, Acura TL SH-AWD (2011-12), reduce weight from ~~3500~~ to **3250**.
3. #4963 (Peter Keane) Correct weight 370 Z
Delete 9.1.10, T2, Nissan 370Z NISMO Edition (2010-) spec line.
In 9.1.10, T2, Nissan 370Z (09-10), add to model: "**Nissan 370Z NISMO Edition (2010-)**" and change weight from ~~3400~~ to **3500**.

T3

1. #4684/#4752 (Jeremy Lucas/ Roger Schroer) Remove restrictor plate from Honda S2000 2.0L engined cars
In 9.1.10, T3, Honda S2000 (00-09), reduce 2.0L weight from ~~2980~~ to **2930**. [Restrictor removal not approved.]
2. #4781 (Michael Jones) wider allowed race tire on the WRX
In 9.1.10, T3, Subaru Impreza WRX (02-07) and Subaru Impreza WRX 5 door (02-07), change Tire Size from ~~205/55 (F&R)~~ to **245/45 max (F&R)**.
3. #4804 (Michael Jones) sway bars for 02-07 WRX
In 9.1.10, T3, Subaru Impreza WRX (02-07), add to Notes: "**Nukabe non-adjustable sway bars (F) 667311a22 and (R) 666311bj22 permitted.**" [This allowance should have been added at the same time it was approved for the TR model.]

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Brian McCarthy vs. SOM COA Ref. No. 11-02-SP

May 12, 2011

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the BFG SCCA Super Tour event held at Buttonwillow Raceway Park, the schedule and Supplemental Regulations called for Race Group 5 to consist of SRF, FV, FF and F500. Feeling this grouping to be unsafe due to differences in weight of the various cars, Brian McCarthy protested the Chief Steward, John Snow, for allowing FV and SRF to race in the same Race Group, citing violation of GCR 5.12.2.A.1 (Execute the program of competition and other activities safely . . .).

The Stewards of the Meeting (SOM) Jack Brabban, Irene Wells and Marge Binks, Chair, conducted a hearing and found that Mr. Snow acted within his authority and in compliance with the GCR, citing GCR 3.5.2.B.: "Any formula classes may be combined with Sports Racing classes" and GCR 9.1.9. which defines SRF as a Sports Racing class.

The SOM denied the protest and retained Mr. McCarthy's protest fee. Mr. McCarthy is appealing the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Jack Hanifan, and Michael West, Chairman, met by conference call on May 12, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Brian. McCarthy received May 9, 2011.
2. Observers Report from the race received May 10, 2011.
3. E-mail from John Snow, Chief Steward received May 10, 2011.
4. E-mail from Marge Binks, Chair SOM received May 11, 2011.
5. Entry form, schedule and Supplemental Regulations for this event.

FINDINGS

The COA reviewed the material supplied and concludes that the Chief Steward acted responsibly, in a safe manner, and was in compliance with GCR 5.12.2. and the 2011 Cal Club Supplemental Regulations (Revised November 2010). It is also noted that FV and SRF have been grouped together in Cal Club racing for a number of years, a fact that was known to all entrants in this event.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. McCarthy's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

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.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Brian Laughlin vs. SOM COA Ref. No. 11-03-SW

June 2, 2011

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Sunburn Double National Race at Texas Motor Speedway on April 30 - May 1, 2011, Brian Laughlin filed a mechanical protest against Ron Pauley, STU #01 (2004 Lexus IS300). Mr. Laughlin cited GCR Section 9.1.4.F.2. (Super Touring Category) page 445 and specified: missing restrictor plate, wrong tires for World Challenge cars running as STU, and lack of drive shaft straps. The protest was submitted and accepted after the STU race impound on Saturday, April 30, 2011.

The Stewards of the Meeting (SOM) Larry Svaton, James Rogerson, Rick Kosdrosky, Dr. James Smith and Cathy Barnard,

Chair, were unable to clearly determine which set of STU rules the car should meet and decided not to issue a ruling until obtaining additional information. After consulting with SCCA Technical Services and the Executive Steward of Southwest Division, the SOM ruled the car eligible to compete in STU per GCR Section 9.4.1.B. because it met the ITR preparation rules. According to the ITR rules, tires are free and the car is not required to have drive shaft straps or restrictor plates and the car was compliant. The ruling was issued on May 12, 2011 and the parties were notified by email.

Mr. Laughlin is appealing the SOM's ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jack Hanifan, and Michael West, Chairman, met by conference call on May 26 and June 2, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Laughlin received May 18, 2011.
2. Observers Report received May 15, 2011.
3. E-mail and testimony from Jack Marr, Chief Steward, received May 26, 2011.
4. E-mail from Cathy Barnard received May 29, 2011.

FINDINGS

The April 2011 GCR 9.1.4.B. provides several different criteria for STU eligibility:

- 1985 and newer cars built specifically under STU rules.
- World Challenge Touring cars, with an approved VTS sheet.
- GCR listed IT cars, 1985 and newer, under IT specifications.
- Cars eligible for the SCCA Pro Racing VW TDI Cup series

The issues Mr. Laughlin protested are not required for ITR, but the April 2011 GCR ITR section doesn't show a specification line for a 2004 Lexus IS300. The car is not eligible to be classified as an ITR and therefore, cannot be classified as an STU by this method.

The car is also not listed in the 2011 April GCR 9.1.4.2.G. Table of Approved World Challenge Cars. The car is not eligible as a World Challenge car and therefore, cannot be classified as an STU by this method.

Per 2011 GCR 9.1.4.2.B.1., the 2004 Lexus IS300 with a six cylinder three liter displacement engine is eligible to compete in STU if constructed to the STU rules set.

The car was not inspected as part of the SOM hearing and no evidence was viewed, obtained, or preserved by the SOM. Therefore, no evidence was available for presentation to the COA. The COA has no way to determine the "as raced" configuration of the car.

DECISION

The Court of Appeals revises the decision of the SOM. The Court of Appeals determined: (1) the car is noncompliant with ITR and World Challenge rules and cannot compete in STU under those rules; (2) Mr. Pawley will retain his finishing position because no evidence was submitted to the COA to establish that the three items protested were noncompliant with the April 2011 GCR STU construction rules; and (3) the results of the race will stand as published. Mr. Laughlin's appeal is well founded and his appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Chris Windsor vs. SOM COA Ref. No. 11-04-SE

June 2, 2011

****Revised****

FACTS IN BRIEF

At the Al Fairer Memorial Double SARRC/MARRS event held at Virginia International Raceway on May 7-8, 2011, Assistant Chief Steward Marcel Ciascal filed a Chief Steward's Action penalizing Jim Thill (SSM #17) two finishing positions in class for violation of GCR 6.11.1. (On Course Driver Conduct). In addition, Chris Windsor (SSM #38) protested Mr. Thill, also for violation

of GCR 6.11.1. The Stewards of the Meeting (SOM) Wayne Quick, Morriss Pendleton and Walter Michael, Chairman, conducted a hearing, disallowed Mr. Windsor's protest and returned his protest fee. Mr. Windsor appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Steve Harris and Jack Marr, Chairman, met on June 2, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Chris Windsor received May 10, 2011.
2. Official Observers Report and related documents, received May 16, 2011.
3. Email from Walter Michael, Chairman SOM, received May 18, 2011.
4. Email from John Nesbitt, Chief Steward, received May 19, 2011.
5. Email from Jim Thill received May 23, 2011.
6. Email from Mike Rossini received May 24, 2011.
7. Two in-car videos provided by Mr. Windsor, not available to the SOM, received May 31, 2011.

FINDINGS

The penalty imposed by the CSA is within the standard guidelines of SCCA. The SOM determined this penalty was appropriate based on the evidence presented, chose not to increase its severity, and disallowed Mr. Windsor's protest.

In viewing the video evidence, the COA determined that Mr. Thill made a deliberate blocking move to driver's right at the start of the race and, on the same lap, made another deliberate blocking move to driver's left through the esses. Those moves resulted in Mr. Windsor leaving the racing surface to avoid contact. While contact was avoided, Mr. Thill clearly violated GCR 6.11.1.A, B, C and D. by willfully not providing racing room to the overtaking car.

DECISION

The Court of Appeals upholds the decision of the SOM. In addition, the COA imposes an additional penalty of a reprimand against Mr. Thill placing one (1) penalty point on his competition license.

Mr. Windsor's appeal is deemed well-founded and his appeal fee, less the amount retained by SCCA, will be returned to him.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

John Nesbitt vs. SOM COA Ref. No. 11-05-SE

June 2, 2011

FACTS IN BRIEF

Following Race 6 at the Al Fairer Memorial Double SARRC/MARRS event held at Virginia International Raceway on May 7-8, 2011, Marcel Ciascai, Assistant Chief Steward, filed a Request for Action (RFA) to investigate metal-to-metal contact between Donald Peyton, SRX7 # 64, and Stacie Kurzhals, SSM #39, under a waving yellow flag condition per GCR 6.11.1.A, B, and C.

The Stewards of the Meeting (SOM) Morriss Pendleton, Wayne Quick and Walter Michael, Chairman, conducted a hearing and found Ms. Kurzhals in violation of GCR 6.11.1.A, B, and C and assessed a three race weekend probation penalty. Three penalty points were also applied to Ms. Kurzhals competition license. Ms. Kurzhals did not appeal the ruling.

John Nesbitt, Chief Steward, did not agree with the ruling and filed an appeal citing concern that the penalty imposed by the SOM was too lenient based on the circumstances and severity of the impact.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met by conference call on May 19 and June 2, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from John Nesbitt and supporting documents received May 19, 2011.
2. Observer's Report from the race received May 17, 2011.
3. Video of competitor submitted by John Nesbitt, received May 31, 2011.
4. Email from Walter Michael, Chairman, SOM, documenting proceedings of the SOM hearing, received May 23, 2011.
5. Email from Morriss Pendelton, SOM, received May 24, 2011.
6. Email from Wayne Quick, SOM, received May 23, 2011.

FINDINGS

In his appeal, Mr. Nesbitt asserts that Mr. Ciascai cited failure to abide by GCR 6.1.1.B (Yellow Flag) and GCR 6.11.1.A, B, and C in his RFA. The COA thoroughly reviewed the RFA and affirms Mr. Ciascai only cited GCR 6.11.1.A, B., and C in his request.

Mr. Nesbitt states that Ms. Kurzhals' failure to heed the yellow flag and slow down as required under GCR 6.1.1.B. led to the resulting heavy contact and severe damage to both cars. He provided a witness statement from Tom Zink (F&C) to support his assertion. The COA notes that Mr. Zink's testimony was in agreement with the testimony obtained by the SOM from two other flaggers working that corner, and was in agreement with the testimony supplied to the SOM by Mr. Nesbitt. The COA acknowledges that Mr. Nesbitt also submitted a statement to the COA from W. A. Wells who was working yellow flag during the incident. Mr. Wells also supplied a statement to the SOM that was in agreement with the statement he gave to Mr. Nesbitt.

Mr. Nesbitt submitted video evidence (in car footage from a competitor immediately in front of Ms. Kurzhals) to support his contention that the yellow flag was waving. While there were conflicting statements in the file as to the actual yellow flag situation, all were in agreement that a yellow flag condition was in effect for the corner. Mr. Nesbitt's evidence confirms what was already known.

The COA thoroughly reviewed the RFA and all the witness statements. There is no question that Ms. Kurzhals made heavy contact with a stalled car (SRX7 # 64). The SOM did a thorough job of investigating the incident by obtaining witness statements from numerous individuals. The SOM assessed the evidence and chose to impose a penalty that is within the scope of their authority as cited in GCR 5.12.1.A and GCR 7.2. The COA finds no procedural error on the part of the SOM.

The evidence supplied by Mr. Nesbitt is in substantial agreement with the evidence relied upon by the SOM. Therefore, it does not cast doubt upon the veracity of the evidence used by the SOM in arriving at its ruling.

The COA notes assertions of less than courteous behavior by Ms. Kurzhals following delivery of the ruling. That issue is outside the scope of the RFA and the COA finds no reason to return this case to the SOM for consideration of that issue. In addition and in accordance with GCR 8.4.5.C, the COA will take no action on this allegation.

DECISION

The Court of Appeals upholds the decision of the SOM. The new evidence provided did not reveal any new facts that would compel the COA to expand or vacate the penalties imposed by the First Court. Mr. Nesbitt's appeal is well founded and his appeal fee will be returned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 25, 2011

The Solo Events Board met by conference call May 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

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

GENERAL

- The SEB has reviewed the following items, and thanks these members for their input:
 - Sound policy feedback (4561, 4567, 4918)
 - Range of penalties, notifications (4907)
 - Jackstands (4906)
 - Participation, 4.9 (4908, 4928)

STOCK

- The SEB thanks Robert Carpenter for his service to the Club as a SAC member.
- Per the SAC, the following class change proposal is published here for member comment:
 - Move from CS to DS (2487, 4744):
 - Mini Cooper S JCW (2006-'11)
 - Mini Clubman S JCW (2009-'11)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - Factory roll hoop comments (4258, 4273, 4359, 4391)
 - 20" wheels (4671)
 - Porsche Cayman R classing (4706)
 - Suzuki Kizashi classing (4741)
 - V6 Mustang classing (4751)
 - Street tires in Stock (4818)
 - Boss 302 classing (4821)

STREET TOURING

- As provided by the STAC, the updated proposed Appendix A content for the pending ST re-organization is as follows:

STREET TOURING CATEGORY

Note: 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 a catch-all classing are advised to request specific classing in order to maintain eligibility.

Class Street Touring FWD (STF)

Acura RSX
Acura TSX
Honda CR-Z
Honda Civic (2001-2005, all)
Honda Civic (2006-2011, non-Si)
Honda Fit
Ford Fiesta
Ford Focus (all)
Kia Forte/Koup
Lancer (non-turbo)
MINI Cooper (non-S)
Mazda 2
Mazda 3
Mazda 6
Scion tC, xA, xB
Toyota Corolla (1998-2011)
Toyota Yaris
VW Golf 2.5

Class Street Touring Compact (STC)

Acura Integra (1986-2001)
Audi A4 1.8T
Audi TT Coupe and Roadster (non-quattro)
Dodge/Chrysler Neon
Ford Escort GT (1991-1996)
Ford ZX2 (1998-2003)
Honda Civic (1984-2000)
Mazda 323 GT & GTX
Mazda Protégé (1999-2003, NOC)
Nissan 240SX
Nissan NX2000 (1991-1994)
Sentra SE-R (1991-1994)
Subaru Impreza 2.5 RS (1998-2001)
Toyota Celica (1986-2005, non-turbo)
Toyota Corolla FX16
Toyota Corolla (1984-1987)
Toyota Corolla (1988-1991)
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

Class Street Touring Sport (STS)

BMW Z3 4 cyl.
Honda CRX
Honda del Sol
Mazda Miata (1990-1997, non-Torsen equipped)
Mazda RX-7 (non-turbo, NOC)
Pontiac Fiero (4-cyl)
Toyota MR2 (1985-1989, non-supercharged)
Toyota MR2 (1991-1995, non-turbo)

Class Street Touring Xtreme (STX)

Audi A3, A4, & TT Quattro
Acura Integra Type R
BMW 3-series (E30 chassis, including M3)
BMW 3-series (E36 chassis, non-M)
BMW 3-series (E46 chassis, non-M)
BMW 3 Series (E90 chassis, non-turbo) (2006-2010)
Chevrolet Cobalt SS (Turbo)
Chevrolet Camaro (up to 5.0L)
Eagle Talon Turbo (AWD)
Ford Mustang (up to 5.0L)
Honda Civic Si (2006-2010)
Lexus IS300
Mazda RX-8
Mazda Protégé MP3
MazdaSpeed Protégé
Mazdaspeed 3
Mazdaspeed 6
MINI Cooper S & Cooper S JCW
Mitsubishi Eclipse Turbo (AWD)
Nissan Sentra SE-R Spec V
Pontiac Firebird (up to 5.0L)
Subaru Impreza WRX (2002-2008, non-STI)
Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)
Volkswagen R32
Volvo C30

Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

Class Street Touring Ultra (STU)

Audi S4
BMW 3 Series (E90 chassis, including M3) (2006-2010)
BMW M3 (E36 chassis) (1995-1999)
BMW M3 (E46 chassis) (2000-2005)
BMW 135i
Chevrolet Camaro (over 5.0L)
Ford Mustang (over 5.0L)
Mercedes CLK55 (2001-2006)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (2008-2010)
Pontiac GTO
Pontiac Firebird (over 5.0L)
Subaru Impreza WRX STI
Subaru Impreza WRX (2009-2011)
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

Class Street Touring Roadster (STR)

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 (1994-2005, non-turbo)
Mazda MX-5 Miata (2006-2009)
Mazda RX-7 (GSL, GSL-SE, GXL, 1988 GTU)
Nissan 350Z
Pontiac Fiero (6-cyl)
Pontiac Solstice (non-turbo)
Porsche 911 Carrera (3.2L) (1984-1989)
Porsche 924, 944 (non-turbo) & 968
Toyota MR2 Spyder
Saturn Sky (non-turbo)

- Per the STAC, the following revised version of the updated ST rules (specifically, the Section 14 changes) is submitted for member comment (4965). This package of changes is designed to achieve the following:
 1. Make a wider variety of cars competitive. Specifically, the “new” class will be targeted at newer, heavier FWD sedans such as the Mini Cooper, Mazda 3, Acura RSX, Toyota Corolla and Scion tC, as well as the new small FWD microcars (e.g. Mazda 2, Honda Fit, Ford Fiesta, Toyota Yaris)
 2. Give competitors a wider variety of solutions to the allowed modifications.
 3. Maintain as much of the current competitive landscape as possible.
 4. Eliminate “class-hopping”, where a car is run in multiple ST classes
 5. Make it easier to verify rules compliance, both for competitors and for officials
 6. Unify allowances across the category to minimize impact of classing changes

The proposed changes are as follows:

- Replace the first paragraph of 14.0 with:

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

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

- Replace 14.6.A with 14.6.E, and remove the words “STX and STU”.

Note: This standardizes the category on the existing STX and STU allowance.

- Remove the Appendix F clarification under Street Touring titled "Emissions System".

- Change 14.10.F to read as follows:

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

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing
2. *Supplementary ("Piggyback") ECU may be used subject to the following restrictions:*
 - a) *Connects between the standard ECU and its wiring harness only.*
 - b) *Must be plug-compatible with the standard ECU (no splices).*
3. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.
4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems."

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

- In 14.10.E, remove ST, STS & STR section.

Note: This standardizes the category on the existing STX/STU allowance.

- In 14.10.K, add the STF class to the first sentence ("ST, STS, STF –").

Note: this maintains the current status quo regarding aftermarket limited-slip differentials.

STREET PREPARED

- Per the SPAC, the following updated versions of class listings for SSP, ASP, BSP, and CSP for the previously-published SP re-organization proposal are presented for member comment:

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) '01-'11
911 GT2 (996 & 997, all)
911 GT3 (996 & 997, all)
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
348
Jaguar
E-type (all)
Mazda
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)
911 Turbo '76-'89
911 Turbo (964)
911 Turbo (993)
911 (996 & 997)
Shelby

Cobra 289
Subaru
Impreza WRX STI ('04-'07)
Impreza GT, WRX, & WRX Sti ('08-'11)
Sunbeam
Tiger 260 & 289
Toyota
MR2 '91-'95 (All)
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
MazdaSpeed Miata
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 '65-'89
911 (964 & 993)
911 (non-turbo, NOC)
914/6 (all)
924 (all incl. Turbo)
944 (all incl. Turbo)
928
968
Saleen
Mustang S281E & Mustang (NOC)
Triumph
TR-8

Street Prepared Class C (CSP)

BMW
Z3 (4-cyl)
M3 (E30)

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.)

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - SP Re-org comments (4426, 4436, 4437, 4440, 4442, 4443, 4445, 4452, 4468, 4477, 4486, 4487, 4489, 4492, 4498, 4499, 4500, 4501, 4505, 4512, 4514, 4542, 4543, 4556, 4557, 4559, 4563, 4570, 4594, 4604, 4606, 4651, 4662, 4682, 4685, 4689, 4716, 4746, 4845, 4849)

STREET MODIFIED

- The SMAC has recommended the following rule change proposals, which are published here for member comment:
 - Change Appendix A, Class SM, Minimum Weight Calculations to add:
 - “Solid axle RWD cars subtract 25 lbs. per liter.” (4680)
 - Change Appendix A, Supplemental Class SMF, the first item under Minimum Weight Calculations to read:
 - “2-seater: 1610 lbs. + 125 lbs. per liter.” (4696)
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
 - Subframe allowance proposal comments (4726)
 - Engine allowance proposal comments (4274, 4544)

PREPARED

- Per the PAC, the following rule change proposal is presented for member review and comment:
 - In Section 1.c of Appendix A for XP, increase the maximum allowable wing height from 12 inches to 18 inches for convertibles/roadsters with no roof and targas with no rear window. (4148)

Comment: Members have indicated current wing height restriction place open cars to at a significant disadvantage, versus closed cars.
- 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" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty." (4723)

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 and SEB have reviewed the following items, and thank these members for their input:
 - DP Weight Formula comments (3432, 3433, 3443, 3450, 3451, 3599, 3700, 3731, 3732)
 - XP Weight Formula comments (3925, 3927, 3932, 3962)

MODIFIED

- Per the MAC, the following revised version of a previously-published rule change proposal is presented for member comment:
 - 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 **inlet tract restrictors, Cometic gasket part number MA0242SP1020A, one in each tract immediately after the carburetor.** Use of the 2003 and up 'HO', 'SDI', 'RS', & 'E-TEC' 593 variants is not permitted."*

Note: this change brings the proposal into consistency with the recent CRB action regarding F5 Rotax restrictors.
- The MAC and SEB have reviewed the following items, and thank these members for their input:
 - Headlight/bodywork allowances (4537)

NOT RECOMMENDED

- Stock: Allow Club Racing B-spec cars (4740)
- Street Modified anti-lift kit (4473) Per the SMAC, this involves modifications which involve replacing a suspension mounting bracket with an alternate piece. Since the bracket does not move it is not considered part of the suspension, and the result is the attachment point is modified and thus it is not compliant. Additionally, these kits involve using spacers for the subframe for clearance with the replacement bracket, which is also not allowed.
- Street Modified, Super Touring cars (4745)

TECH BULLETINS

1. Stock: The '08-'11 BMW M3 listing in AS is clarified to read as follows (4641):
M3 (2008-2011)
2. Prepared: Per the PAC, the following new listing is effective immediately upon publication (4857):
Mazdaspeed MX-5 Miata (2004-2005) FP
3. Prepared: The listing in FP for the Porsche 944 is clarified to read as follows (4705):
944 (non-turbo, all) (1982-1991)
4. Modified: Per the MAC, the following make is added to the list of eligible manufacturers in Appendix A Modified Category, under Modified Class C, subsection B: Anson (4281)
5. Modified: Per the MAC, the allowances of 18.1.C.1.i and 18.1.C.3 permit the use of ferrous material for a transmission tunnel in a Stock Tub Modified production-based car, so long as all other relevant requirements (e.g. size) are met. (4536)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | May 18, 2011

The RallyCross Board (RXB) met via conference call May 18. Attending were Ken Cashion, Chairman, Tom Nelson, 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.

1. National Championship site: Howard Duncan reported that he has not heard back from Heartland Park Topeka. He has received information on Salina Speedway and has lined up a person to check the site for suitability. Ken Cashion also reported early considerations of a site in Tulsa, Oklahoma. There was discussion of pursuing various sites on the east coast or returning to the Colorado site in Fountain for 2011. The RXB discussed a deadline date for finding a site but decided that it is most crucial to hold a National Championship and to focus efforts on securing a suitable site. The National Championship site will be of highest priority at the June 1 RXB meeting.
2. Detroit event: With the Detroit Region in a probationary period, the RXB discussed several aspects of the Region's May 21 event. The RXB is intent to keep the Detroit Region events operating safely and within operating rules.
3. Growth discussion: The growth discussion began with a growth needs statement from each of the RXB members, followed by a period of open discussion. The discussion was then directed to the following topics and suggestions from RXB members:

Partners:

- Involvement of a tire supplier in RallyCross: Something akin to Tire Rack's involvement in Solo, with sponsorship of events and, most importantly, competitors having a choice of at least two brands of rally tires from the supplier.
- National title sponsorship for RX awards and Championship.
- Secure a land partner.
- Capitalize on emerging euro-style rallycross.
- Get a budget to have experienced people help as needed.

Marketing:

- Fresh content at the SCCA website: Important to attracting new people to the program and retaining those already involved. Along with the website being kept current, the forums should also be kept current. One of the RXB members could serve as a liaison to the Webmaster to aid in these efforts.
- Better website presence on SCCA.com and other websites.
- Contact previous participants (those who haven't returned) with a survey about their RallyCross "experience" to determine if there are things that organizers need to improve. In other words, did we drive them away through lack of organization or things of this nature?
- Contact the SCCA Marketing Department to duplicate for RallyCross the "Solo Promo Kit" that is already available.
- Create a marketing plan.
- Advertise on Dirty Impreza or similar websites.
- Use social media.
- Use a marketing company.
- Advertise at other motorsports events.

National Events:

- Specific Supplemental Regulations for Regionally-hosted National events: Standardized Supplemental Regulations for the National events that are easier for the Regions to adapt to their specific event, especially as the Regionally hosted National events vary from the National Championship event in operational and organizational aspects. A Region should only need to make a few schedule and registration changes to the Supplemental Regulations in order to have them ready to release to the public. The more streamlined we can make the process of hosting a National event for a Region, the sooner a Region can post the regulations and move on to promoting and organizing the event.
- Expand the East and West Challenges to 4 events.
- Have the three championships and all the challenges mean enough for the competitors to show up.
- No regional events within 1000 miles on the same weekend as a Championship or Challenge.
- Add Central States Championship.
- Possibility of fewer National events, with more energy focused on Regional events.

Classes / Rules:

- Test the waters with Street Mod to see if it will bring the numbers some say it will.
- SM, or maybe call it Street Performance, (SPF), (SPA).
- Add MR and Street Modified classes.

Regional Level:

- Create a new region packet to include site, insurance, operation, and advertising information. Something similar to the Solo Promotion Kit.
- Encourage neighboring Regions within a Division to work with each other, however possible, to increase attendance and possibly create a Divisional series. Use Divisional RallyCross stewards.
- Become involved with Regions without a program to assist them in what's needed to start a new program. Along those lines, contact those who are serious and get them the RallyCross Safety Steward training. Get them trained, so they are in place when the first event happens.
- Encourage the "Big" programs to infect adjacent Regions (Divisional series).
- Target regions with strong Solo programs for start-ups.
- Identify and address regional traditions that might be anti-SCCA or anti-National RallyCross.
- Regional growth should be of highest priority.

Philosophy:

- Keep it fun. People vote with their dollars.
- Keep it simple. KISS applies here.

Motion: Cashion/Ricker – Create a RallyCross Marketing Committee to coordinate all marketing and communication for the RallyCross program with Ron Foley as the lead on the new committee. Motion approved: Unanimous.

Action item: Ken Cashion will contact Ron Foley to request his services on the RallyCross Marketing Committee.

Next meeting: June 1, 2011

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | June 1, 2011

The RallyCross Board (RXB) met via conference call June 1. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance was Todd Butler, BOD liaison.

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

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): The RXB discussed the outcome of Detroit Region decision and their May 21 event. The event occurred without incidents or problems. The RXB discussed the possibility of adopting RallyCross Rules language to more clearly define Safety Steward responsibility at an event. Tom Nelson will work with Warren Elliott in that effort. Tom Nelson also reported that no incident reports had been received since the last RXB meeting.
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott has posted reminders of the upcoming new rules submission deadline of June 15 at several forums. No new submissions have been received.
3. National Championship Committee (Ken Cashion): Ken Cashion reported discussions with an official from the Northeast Oklahoma Region regarding a possible and promising site near Tulsa. Howard Duncan will evaluate the site later in the week and report back to the RXB. The RXB is still waiting for confirmation from officials in Alabama about using their site. Bob Ricker will contact the Alabama officials in regard to their site and ability to host the Championship. Ken Cashion reported that the Colorado RallyCross program is willing and able to host the event again for 2011 if necessary. The RXB agreed that if a Midwest or Eastern site is not secured by July 1, Colorado will be notified to begin preparations to host the event for 2011.
4. Divisional Steward Liaison (Stephen Hyatt): Stephen Hyatt reported that no Divisional RallyCross Stewards meeting was held in May due to scheduling issues.
5. Forum Activity: The RXB discussed the "making RallyCross better" post and the marketing suggestions offered from various forum contributors. Some of the good suggestions include producing a RallyCross promotional video, using a "bring a new competitor and race for free" promotion, getting local media coverage, and hosting displays at major motorsports events.

Old Business

Growth Discussion: Ken Cashion reported making contact with Ron Foley who agreed to head up and organize the RallyCross Marketing Committee. Also, the RXB discussed the need to set objectives for growth, in percentage terms, for the RallyCross program. In formulating a set of growth objectives, the RXB agreed that it would be helpful to have the SCCA's expectations of acceptable and expected growth within the program. The RXB made a goal to ascertain those expectations and have a set of objectives for RallyCross growth defined by September 1.

Next meeting: July 6, 2011

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>
Forms: <http://www.scca.com/contentpage.aspx?content=45>
Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>
Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>
Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>
General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>
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>