

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | June 10-11, 2011

The SCCA National Board of Directors met in Topeka, Kansas Friday, June 10 and Saturday, June 11, 2011. The following members participated: Jerry Wannarka, Lisa Noble, RJ Gordy, Michael Lewis, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, and Marcus Merideth.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President/CEO, Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally, Solo and Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services; Doug Gill, General Manager, Technical Services; Aimee Thoennes, Executive Assistant, Peter Lyon, Risk Management; Rick Myers, Region Services Manager, John Bauer, Technical Services and Ryan Miles, Technical Services.

James Hilbert, Mize Houser and Company participated in the meeting Friday, June 10, 2011. The following members of the SCCA Club Racing Board participated in the meeting on Saturday, June 11, 2011: Bob Dowie, Jim Wheeler, Jim Drago, Chris Albin, Dave Gomberg and Fred Clark.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Chairman Wannarka.

MARKETING/COMMUNICATIONS REPORT

Eric Prill discussed the upcoming July meeting with Haymarket regarding SportsCar magazine to review the structure of the magazine, delivery method, number of issues and e-publishing options for the next 12 months and remainder of the contract which expires in 2013.

In Feb 2011 Board directed staff to start process and determine desires of Spec Miata (SM) community with regard to what qualities they felt were most important for SM Tire (molded tire, dedicated rain tire, trackside support) and then to work with the Club Racing Board (CRB) to find an acceptable list of tires. Staff shared data with CRB who had input from SMAC (Spec Miata Advisory Committee) and SM Community. Staff was directed to negotiate contract with one company. SCCA has presented contract to a vendor and are awaiting vendor approval. Final step after contract is executed will be a rules change.

A contract was entered with RacerSites.com in April and target launch date for the new website is August 14, 2011. Wire frames were presented to the Board and the project is on track. Main goals are to reduce clutter and address prospective members not familiar with SCCA programs while meeting the needs of existing SCCA members. A focus group has been created to help review.

BFGoodrich Tires SCCA Super Tour Events have been very well received. Drivers have been happy with results. BFG also pleased with results. Regions are adding elements and regions are trying to fight for Super Tour events. We have some great elements but room for improvement.

RALLYCROSS, RALLY AND SOLO REPORT

Howard Duncan reported that RallyCross is close to securing a new National site in Tulsa.

Bob Martin requested that the BoD review the license suspension imposed on him by the RXB.

BOARD STATEMENT: The Board supports the actions and sanctions made by the RallyCross Board. Howard Duncan was directed to respond with the statement to Mr. Martin.

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General discussion continued over viability of the RallyCross and Rally programs. There was agreement from the Board that there needs to be consistent improvement in participation, membership and development of the programs. Howard Duncan to meet with program boards to further develop a strategy and will update Board at their October meeting.

The RoadRally (RR) community has concerns with the Weekend Membership program in that they view it as overly complicated to administer, costly to organizers, and detrimental to event attendance. We have asked them to come to us with an alternate way to administer it OR whether RoadRally events should be exempt from the program.

Solo entries varying from flat to down depending on area of country.

MOTION: To approve the following changes to the SCCA Operations Manual. Walsh/Jones PASSED. Langlotz abstained.

Add Section 6.3.6 National Appeals Committee

Appointment: The Solo Events Board will appoint the National Appeals Committee (NAC) for the specific purpose of hearing the appeal of protests at any SCCA Solo events, except ProSolo events.

Duties: The duties of the NAC, as well as the procedures and processes to be followed, will be described in the current edition of the SCCA National Solo Rules."

Add Section 6.7 ProSolo Administration

The overall authority for the ProSolo® shall reside with the SCCA National Office Solo Department. The program objectives, rules, operational procedures, and program policies are included in the current edition of the ProSolo National Series Rules and any published amendments.

Discussion on SEB Rules change and consequences of reducing acceptance of class for national status from 3 years to 2 years and desire for STR national status for 2011.

BOARD STATEMENT: At the request of the SEB and in the interest of building strong new classes that are relevant to our membership, the BoD approved the following two motions effective on publication in Fastrack.

MOTION: to reduce number of years required for National Status in Solo from 3 to 2 years effective immediately. Walsh/Kephart PASSED.

The proposed rule change with the changes in italics:

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

- (1) has at least 25 participants (Open and Ladies Classes) for 3 of 4 consecutive National Championships or
- (2) *has at least 40 participants (Open and Ladies Classes) for 2 of 3 consecutive National Championships or*
- (3) *fits with the long-term vision for the continued growth of Solo according to Introductory Section I.2.3 of the Solo Rules.*

MOTION: to approve STR as National Championship class at 2011 Solo National Championships if they meet or exceed the total number of drivers that competed in 2010 (51) effective immediately. Walsh/Jones. In Favor: Merideth, Jones, Lybarger, Butler, Kephart, Walsh, Lewis, Gordy, Noble. Opposed: Wannarka, Langlotz, Creighton and Patullo. PASSED.

MOTION: to approve the minutes of the February Board of Directors' Meeting. Lybarger/Lewis. PASSED. Unanimous please move to just ahead of Eric's report.

Next Board meeting will be by conference call on Monday, August 15 time TBD.

PRESIDENT'S REPORT

Jeff Dahnert reported that through April the club is \$40K ahead of budgeted operating income. Membership has trended up

slightly so far this year, but it has done that in previous years and then fallen off again. Discussion that the monthly emails showing local events available to members should be keeping members engaged.

Discussion of RallyCross trademark and cross-licensing. ALMS joint promotion (SCCA as Official Grassroots Partner of ALMS) announcement generated mostly positive response.

Dahnert provided a summary of ideas to grow the SCCA financially, in member satisfaction and in support of the goals and policies of the Board.

MEMBER SERVICES REPORT

Colan Arnold gave updates on projects and membership status. Membership at the end of April was 42,832 members, an increase of 1,072 members. Overall membership is up through the end of May compared to 2010. New memberships have dropped off through April – possibly economy and weather related.

Rick Myers joined the meeting for discussion of the request from Allegheny Highlands for a provisional region charter. Allegheny Highlands is currently a chapter of Central Pennsylvania Region.

MOTION: To approve the ceding of territory, to include the following counties: Indiana, Cambria, Somerset and Bedford, from Central Pennsylvania Region and issue a Provisional Regional Charter to Allegheny Highlands. Merideth, Langlotz. PASSED, Wannarka abstained.

Myers exited the meeting.

FINANCIAL REPORT

James Hilbert, Mize Houser and Company presented the 2010 audit report and extended congratulations to the Finance Department for their great job! No issues in controls and no adjustments were needed. The financial statements are accurate and clean.

MOTION: To accept audit report as presented. Lewis/Merideth. PASSED. Unanimous

Hilbert exited the meeting.

Rick Ehret presented completed finance report through April 30, 2011. He reported a positive variance to date on budget and that cash flow is stable and investment reserves are growing.

SCCA PRO RACING REPORT

Tom Campbell reviewed staff changes: appointment of Tom Campbell as President, Scott Clatterbuck as Business Manager, new hire starting July 5 as series administrator.

Campbell presented “state of SCCA Pro Racing” report for 2011. Campbell exited the meeting.

LIAISON REPORTS

STEWARDS – Gordy/Merideth

Discussion on concern for oversight into the stewards program for checks and balances. Desire to document responsibility for changes and updates to Stewards Manual to the Chairman of the Stewards.

MOTION: To approve the following language addition to the Operations Manual section 5.3 effective immediately. (additions in italics) Gordy/Langlotz. In favor: Gordy, Walsh, Butler, Langlotz, Wannarka. Opposed: Noble, Lewis, Patullo, Kephart, Lybarger, Creighton, Jones, Merideth. FAILED.

5.3 Chairman of the Stewards

Appointment: The Chairman of the Stewards Program shall be appointed at the August board meeting by the Board of Directors with input from the senior executive in charge of Club Racing. Term begins November 1.

Duties: The Chairman of the Stewards will have authority over and responsibility for the Club Racing Stewards program.

The Chairman, in consultation with the Club Racing Board, the Executive Stewards, and Stewards Program Advisory Committee and subject to BOD approval, will establish the policies and procedures of the Stewards Program and document them in the Stewards Manual.

The Chairman, in consultation with the Club Racing Board, the Executive Stewards, and Stewards Program Advisory Committee, will update the Stewards Manual annually and will submit each year's version to the BOD Liaison for BOD approval during their spring meeting.

The Chairman of the Stewards shall designate a sufficient number of National Stewards for each Division to serve as Chief Stewards of National Race, from nominees of the Executive Stewards for the following calendar year. Designations shall be made no later than November 1 of the year prior.

5.3.1 Stewards Program Advisory Committee

Appointment: Shall consist of the Board of Directors liaison to the Stewards, the senior executive in charge of Club Racing and others as appointed by the Chairman of the Stewards Program.

Discussion over maintaining consistencies between operations manual and stewards manual and the need to follow the procedures we currently have in place.

MOTION: to approve the following language addition to the Operations Manual section 5.3 effective immediately. Gordy, Merideth. PASSED. Unanimous

The Chairman, in consultation with the Club Racing Board, the Executive Stewards, and Stewards Program Advisory Committee will establish the policies and procedures of the Stewards Program and document them in the Stewards Manual.

Directors are to contact their execs and discuss progress and directions for Stewards program prior to BoD August conference call.

CRB – Merideth/Patullo

Marcus Merideth and Dick Patullo reported that the CRB is spending a considerable amount of time during conference calls on letters. This weekend is their first face to face since convention and will be focused on strategy and long term planning. The CRB will be presenting to the board on Saturday.

MOTION: to approve the addition of the paragraph below to the Operations Manual Minutes 2.2.6 regarding the Minutes effective immediately. Patullo/Langlotz PASSED Unanimous.

These minutes may be posted on the SCCA website or distributed by the club office to SCCA members prior to appearing in Fastrack in order to allow participants maximum time to address the items included. The effective date of the items will remain the date noted in Fastrack.

SEB – Walsh/Jones

SEB operates very smoothly – most controversial issue has been over the success of a class. SEB working on range of penalties vs current penalty extremes. They are also working on requirements for sound rules and procedures. ST classes are maturing and will be looking at rules changes probably in August or later this year. Requirements for new sound rule are being reviewed for sportsmanship issues.

RXB – Butler/Creighton

Considerable time has been spent on recent accident and actions taken. Need plan for moving RX program forward to profitability.

RRB – Kephart/Lybarger

RoadRally is a great legacy program. They are happy and there don't seem to be any issues aside from weekend membership questions and the need to work on the development and growth of the program.

TTAC – Lybarger/Creighton

Working on experience requirements that can transfer to road racing experience.

COA – Gordy/Langlotz

Brief discussion on recent COA issues and release of evidence.

Foundation – Butler

Update from Chairman Jim Turley via email that Tire Rack is happy with SCCA. They are still working on raffle concept. Foundation board call on Monday. No major issues.

SCCA Enterprises – Jones

Sales are slightly off due to economy but have adjusted operations accordingly.

Race Track Committee – Patullo

No activity

RISK MANAGEMENT REPORT

Pete Lyon updated Board on various issues and pending litigation. The trend toward legalization of medical marijuana highlighted the need to look at a revision of the current GCR language. The GCR language can then be used as a model for the other SCCA activity rulebooks. Pete will work with Club Racing and the Medical Administrator to revise the language and submit it for approval. New policy will be across all programs.

CLUB RACING

Terry Ozment reviewed participation data for trending.

Discussion of the Insurance program and the various issues (i.e. tracking, reporting) combined with the need to balance insurance recoveries with overall insurance costs. The board supports staff's efforts to continue to look at modifying the insurance program but no specific changes endorsed at this time.

CRB RULES PACKAGE

An item for Formula B regarding shifter changes was withdrawn by the CRB for further consideration and will be presented to the Board at a later date.

MOTION: To approve items listed effective 1/1/2012, except GCR item 2 and GT1 item which are effective immediately. Patullo/Merideth PASSED Lewis abstained from vote on GT1 item.

GCR

1. #2534 – January
Clarify 5.12.2.A.7 as follows: "~~Convey Forward~~ to the SOM ~~any proposal to modify any Chief Steward proposed modifications~~ to the schedule of competitions *for approval.*"
2. #3271 – January
The staff and CRB have determined that the MSCC Novice Permit is equivalent to an SCCA regional license. In 3.1.5.C.7.7, modify as follows: "Midwestern Council of Sports Car Clubs (MCSCC) Full *and Novice permit*"

Grand Touring

GT1

1. #4577 – June
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.*"

Super Touring

1. #3316 – January
Replace 9.1.4.L.3 with: "*Standard headlight and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension.*"

STU

1. #3831 – March
In 9.1.4.2.G, vehicle table, Mini Cooper S, add to the Notes: "*JCW supercharger pulley permitted.*"

Production

1. #3553 – March
In 9.1.5.E.1.m and 9.1.5.E.2.m, add a new subsection 7 as follows: "*Any engine balance shafts and associated gears or pulleys may be removed and the resulting openings plugged (including those in oil passages).*"

Alternate pulleys or gears, of the same number as stock, may be installed in the location of the balance shaft pulleys or gears if required for timing belt or chain operation; they must serve no other purpose.

FP

1. #3211 – January
In 9.1.5, FP, increase compression ratio of the following BMWs: 320i (77-79), 320i (80-83), 318i and 2002/tii to 12.0:1.

American Sedan

1. #2950 – March
In 9.1.6.D.1.s, add the following: *“Unless otherwise restricted within the AS rules, paints and coatings are permitted on drive train components except for the following locations: internal engine block surfaces, internal cylinder head surfaces, internal intake manifold surfaces, and internal carburetor surfaces.”*

Showroom Stock

1. #3895 – April
The CRB proposed, and BoD approved, plan to reduce Showroom Stock eligibility from 12 years to 11 years in 2012 and to 10 years in 2013 affects certain cars that would have “timed out” in 2012 or 2013 whose owners purchased them with the expectation of being able to run them up to that time (these are cars whose last production year was 2001 or 2002). The CRB recommends that these cars be allowed to complete their 12 year eligibility and that the 10 year eligibility be in force from 2014 onward.

Touring

1. #3813 – March
Add a new subsection 9.1.10.D.1.f.5 as follows: *“Accusump systems and related hoses and brackets are permitted in all Touring category cars.”*

T2

1. #3063 – January
In 9.1.10, T2, Chevrolet Camaro SS & Z-28 (98-02), add the following to the Notes: *“Strano Performance Camaro Track Package (Part #SP-141, Spring Set (550# Front/150# Rear); Part #SP-8316. Front Sway Bar (1-3/8” or 35mm); Part #SP-8327, Rear Sway Bar (7/8” or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25” OD) permitted.”*
2. #2870 – February
In 9.1.10, T2, Ford Mustang Coupe GT & Shelby GT (05-10), change wheel sizes from ~~18x9.5 (F&R)~~ to 18x10 (F & R).
3. #3507 – February
In 9.1.10.D.9.C.2, delete *“with a multi-panel type mirror”*.
4. #3514 – February
In 9.1.10, T2, Lotus Elise (2005-2010), change wheel sizes from ~~16x6.5 (F) 17x7.5 (R)~~ to 16x8 (F) 17x8 (R).
5. #3771 – February
In 9.1.10, T2, Chevrolet Camaro SS (2010-2011), change wheel sizes from ~~20x8 (F) 20x9 (R)~~ to 20x10 (F & R).
6. #3772 – February
In 9.1.10, Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), change wheel sizes from ~~18x9.5 (F&R)~~ to 20x10 (F&R)

T3

1. #1351 – January
In 9.1.10, T3, Subaru Impreza WRX (02-07), add to Notes: *“Nukabe non-adjustable sway bars (F) 667311a22 and (R) 666311bj22 allowed. AMS front and rear springs #AMS-SCCA01 permitted.”*
2. #1261 – February
In 9.1.10, T3, Subaru Legacy GT Sedan/ Wagon (04-08) Spec B (08-09), add to the Notes: *“25mm front sway bar, 24mm rear sway bar permitted. Eibach springs permitted: 0800.225.0250 front, 0800.225.0300 rear. Hypercoil springs permitted: 8A0250 front, 8A0300 rear.”*

CAR RECLASSIFICATIONS

IMPROVED TOURING

ITC

1. #3394 – January

In 9.1.3, ITB, Dodge Daytona 2.2 (84-89), reclassify from ITB to ITC at 2380 lbs. and classify the identical Chrysler Laser.

MOTION: To approve the following GCR change to allow license holders from the Eastern Motor Racing Association (EMRA) and Atlantic Region Motor Sports (ARMS) effective immediately. Patullo/Merideth PASSED Unanimous

3.1.5 Regional Races

C.

The Organizations whose licenses are currently approved by SCCA for competition in Regional events are as follows:

.....

18. EMRA Competition License

19. ARMS Regional Competition License

Pete Lyon clarified differences between copyright and trademark infringements. Discussed the need to weigh issues and benefits with other organizations who use SCCA rules. Board directed Exec Staff and Pete Lyon to take a further look into organizations using SCCA rules and proceed as is prudent.

Discussion on mandatory use of head and neck restraints which were mandated effective 1/1/2012. The CRB has received letters asking the Board to reconsider. The discussion focused on the balance between providing members "option to choose" while protecting the club from risk.

MOTION: to change the 2012 GCR section 9.3.20. C.2 to read: The use of a head and neck support system meeting the performance of SFI 38.1 or FIA 8858 is **highly recommended**. Patullo/Langlotz. FAILED. In favor: Patullo, Lybarger, Jones, Gordy, Langlotz. Opposed: Merideth, Creighton, Butler, Kephart, Walsh, Lewis, Noble, Wannarka.

MOTION: to change 2012 GCR section 9.3.20. C.2 to read: As of 1/1/12, Head and neck restraints meeting SFI 38.1 or FIA 8858 will be required. The SCCA may also specify additional acceptable Head and Neck Restraint systems that are certified by manufacturers to exceed the performance standard described in SFI 38.1, or other appropriate industry standards as tested by one of the labs qualified to undertake such performance tests. Patullo/Langlotz. FAILED. In favor: Patullo, Langlotz, Wannarka, Jones. Opposed: Gordy, Lewis, Walsh, Kephart, Butler, Lybarger, Creighton, Noble.

In response to concern that the competitors may be unaware of the 1/1/2012 effective date for the mandatory use of head and neck restraints, Staff will work on an education piece for SportsCar and mass email regarding the requirement and how to be compliant

Discussion on Formula F over competitive stance of Kent versus Fit engine and specifically Fit restrictor sizes. Concern is parity and honoring what was promised to that community when the Fit engine was introduced to the class.

MOTION: the Board of Directors directs the CRB to come back with a 30.5 mm restrictor for the Honda Formula F motor. Gordy/Butler. FAILED. In favor: Butler, Lybarger, Creighton. Opposed: Gordy, Lewis, Patullo, Walsh, Kephart, Jones, Merideth, Wannarka. Abstention: Noble, Langlotz.

It should be noted that the Board wishes to avoid second guessing technical recommendations made by our Program Boards. Specific to this issue the Board gave the CRB permission to make restrictor competition adjustments outside of the rules season schedule.

CRB given verbal confirmation that the Board desires to enforce the 2.5 rule. Discussion followed over possible changes and potential impact. No decision made about alternatives at this time.

Following discussion about Runoffs scheduling including combined class qualifying and racing the board directed the CRB to look at future Runoffs scheduling and return to Board in October with a balanced and feasible plan.

Bob Dowie updated the Board on pending class reorganization.

There was discussion with CRB over the homologation process and what is allowable under the rules and spirit of the class.

MOTION: to grant Scott Tucker, a Runoffs past champion, a requirements waiver for the Runoffs as requested. Noble/

Kephart. FAILED, Unanimous.

Planning Committee Report

Must make what we do “easy” – easy to get to track, get license, get on track...too many barriers to entry. Several ideas were presented to improve operations and program entry.

MOTION: to adjourn Gordy/Jones. PASSED.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 5, 2011

The Club Racing Board met by teleconference on July 5, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Richard Patulo, BoD liaison; 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. In addition to those items covered in Technical Bulletin 11-08, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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

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

GCR

1. #1829 (Terry Ozment) Clarify terms of driver vs entrant
In Appendix A replace the current definition of Entrant, as follows:
ENTRANT – a regular SCCA member who submits an entry to compete in an SCCA Club Racing event. The entrant may also be the driver. If the entrant is not also the driver, the entrant has the same rights and responsibilities as the driver except that he may not drive the competition vehicle on course nor may he substitute for the driver in an SOM or Court of Appeals hearing.
2. #4206 (CRB) Required Medical Forms
Change the beginning of Appendix C.2.1.A as follows: “Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician’s Examination and Medical History Form, *a completed Federal Aviation Authority medical form* or a NASA approved medical form. For the purposes of SCCA competition licensing, the term “form” refers to ~~either version~~ *any of these*. The form must be submitted every 5 years for applicants ages 15-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages ~~50-59~~ *50-69*; and every year for applicants age ~~60~~ *70* and over.”
3. #4668 (Andrew Charboneau) One car per class entry
Replace the current 4.4.2 with the following:
~~4.4.2. Entering Multiple Classes~~
An entrant or driver who enters more than one class under a single sanction number must submit separate entry forms and fees for each class:
4.4.2. Multiple Entries
 - A. *An entrant or driver may enter the same car in multiple classes in different race groups under the same sanction number provided he submits separate entry forms and fees for each class.*
 - B. *An entrant or driver may enter multiple cars in a single class under the same sanction number with the following provisions:*
 1. *He must submit separate entry forms and fees for each car.*
 2. *He will receive no refund of entry fee for any entered car that takes the course during any session under that sanction number.*
 3. *Entering multiple cars in the same class cannot lead to oversubscription in a single class race group.*
 4. *A particular driver / car combination may be qualified more than once, but only the last driver / car combination qualified retains a qualifying time and all qualifying times for all prior driver / car combinations are forfeited.*
 - C. *An entrant or driver cannot enter the same car in multiple classes in the same race group.*
4. #4731 (Jim Rogaski) Clarify lead car duties when there is no pace car
Modify the last paragraph of 6.5.1.E as follows:

E. If a pace car is not used, the pole car will ~~serve that function~~ *pace the field* from its position in the front row, complying with the instructions of the Chief Steward or his designee.

Replace the current 6.6.2 with the following:

6.6.2. Full Course Yellow Procedures

The Chief Steward may use a safety car as necessary to control the field and to assure expeditious restarts.

A safety car and/or the lead car will be used to control the field and to assure expeditious restarts. All vehicles must pass

any on track incident(s) well under control.

A. Safety Car

1. A safety car will enter the course only under double yellow flags.
2. When dispatched, the safety car, with emergency lights flashing, will gather the field under steady and reduced speeds that are appropriate to track conditions.
3. If the safety car is not dispatched in front of the leader, an official in the safety car will wave cars by until the leader is behind it.
4. Prior to a restart, the safety car will maintain the established pace, extinguish the lights, and exit the course.

B. Lead Car.

1. If there is a safety car, the lead car will control the field, as follows:
 - i. Smoothly and orderly slow the field prior to the safety car entering the track.
 - ii. Keep pace with the safety car, and not balk the field.
 - iii. Maintain the speed of the safety car coming down to a restart.
2. If there is no safety car, the lead car will control the field, as follows:
 - i. Slow the field to permit the entire field to bunch up single file behind him.
 - ii. Maintain a consistent pace that is appropriate to the track conditions.
 - iii. Maintain a steady pace coming down to a restart.
3. The Field.
 - i. All drivers must make every effort to safely catch the field as soon as possible to form a single and evenly-spaced line behind the safety car or leader.
 - ii. Race cars may not pass the safety car unless waved around by that official. Any car passing the safety car without being directed may be black-flagged into the pits, and other penalties may be imposed, as specified in Section 7.
 - iii. Drivers must maintain the safety car's pace and not improve their positions or begin racing until the green flag has been displayed to restart the race.
 - iv. A driver of a disabled car or a car that cannot maintain the pace should not hold up the field. He must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other drivers may safely pass the signaling vehicle. A driver of a disabled car should seek assistance at the nearest corner station, or pit at the field opportunity.

5. #5446 (CRB) Clarify use of circle "E" decal

In 9.3.23.B, add a new item 4 as follows: "4. The circle "E" decal of 9.3.23.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher."

FORMULA

F500

1. #5205 (S. Jay Novak) Revised proposal for 600cc motorcycle engines in F500

The CRB has received modifications to the proposal submitted last year to allow 600cc motorcycle engines as alternates to the currently approved engines in F500. The rules changes below, including the specification of intake restrictors and weight, would be used to implement this proposal if approved by the BoD.

In 9.1.1.E.1, add to the end of the first sentence: ", or motorcycle engines"

In 9.1.1.E.14, modify the first sentence as follows:

*Except as allowed in 9.1.9.E.15, E*engines shall be two-cylinder, two-cycle, water-cooled in stock configuration as listed below:

In 9.1.1.E, add a new subsection 15 as follows and renumber succeeding subsections.

E.15. Motorcycle Engines

- A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.
- B. The existing F500 Rotax 493, 593 and 494 two stroke engines shall be the competitive benchmarks for F500. To that end, the power of all motorcycle engines allowed in F500 shall be controlled by the placement of 30.0 mm flat plate intake restrictors placed between each cylinder throttle body and its corresponding inlet port. All air entering the intake ports of the engine must pass through the required intake restrictors. The CRB may require adjustments to the restrictors at any time by publication in FasTrack
- C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless

specifically authorized in these rules.

- D. *The stock ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to or outputs from the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.*
- E. *Turbochargers and superchargers are prohibited.*
- F. *Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.*
- G. *The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.*
- H. *The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems are permitted.*
- I. *Oil coolers are unrestricted.*
- J. *The cooling system is unrestricted. Radiators and associated ductwork shall comply with the existing F500 bodywork rules.*
- K. *Replacement of the stock camshaft chain tensioner with any other chain tensioner is permitted. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.*
- L. *Replacement of the standard connecting rod fasteners with alternate fasteners is permitted as long as there are no modifications to the production connecting rods. Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or to the production assembly.*
- M. *The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.*
- N. *Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.*
- O. *Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.*

In 9.1.1.E.6, label the existing paragraph as subsection A: “A. *Two-cycle engines*” and add a new subsection B as follows:

B. *Four-cycle engines*

1. *Only rear wheel drive is permitted.*
2. *The final drive ratio is unrestricted. Internal transmission gears shall remain stock.*
3. *Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.*
4. *All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are allowed. This may include cables, rods, or other mechanical linkage systems. Any other assisted shifting mechanisms are specifically not allowed. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.*
5. *The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.*
6. *Mechanical throttle mechanisms must be used on all engines. Computer, electronic or pneumatic control of the throttle position is not permitted.*
7. *The use of jackshafts to transmit power from the output shaft to the rear axle is permitted.*
8. *Final drive chain tensioners are permitted.*

In 9.1.1.E.2, modify the first sentence as follows:

E.2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 lbs. for AMW and Rotax RAVE/non-RAVE 494 engines, 825 lbs. for Rotax 493 engines, *850 lbs for Rotax 593 engines and four cycle 600cc motorcycle engines*).

In 9.1.1.E.18.B, modify the sentence as follows: "*Two-cycle engined* cars shall not be started with the rear wheels on the ground unless a driver is on board."

FB

1. #3101 (Brandon Dixon) Clarify the shifting rules in FB

After discussion with the BoD, the CRB withdrew its previously submitted recommended rule change (see the March Fastrack). In accordance with that discussion, the CRB proposes the following rule change in its place.

Replace 9.1.1.H.8.D with the following: "*All gear changes must be initiated by the driver. Only shift mechanisms that are completely mechanical are permitted at no weight penalty. These may include (but are not limited to) any combination of rods, joints, levers, springs, paddles, cables and pneumatic components. No electrical or electronic components (including electrical wires) are permitted. Devices that allow pre-selected gear changes are prohibited. All other shifting mechanisms are permitted at a 40 pound penalty.*"

SUPER TOURING

1. #4144 (Chris Childs) Engine Swaps

Add at the end of 9.1.4.G.1: "*It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine.*"

2. #4938 (Greg Amy) ST: remove fire system requirement

Modify 9.3.23 as follows: "All cars shall be equipped with an On-Board Fire System except Showroom Stock, Touring, Spec Miata, *Super Touring* and Improved Touring."

Modify 9.3.23.B as follows: "The following are acceptable for Showroom Stock, Touring, Spec Miata, *Super Touring* and Improved Touring cars:"

3. #5192 (Matthew Blehm) Brake modification allowance request..

Modify 9.1.4.O.10 as follows: "Brake calipers, ~~whether~~ *may be* OEM or aftermarket, ~~shall be mounted in the stock locations.~~ *Caliper mounting tabs may be modified or removed. Calipers must be mounted in the same location and orientation as the OEM calipers.*"

CAR RECLASSIFICATIONS

None.

WHAT DO YOU THINK?

SPEC MIATA

The CRB requests member input on whether or not the use of .25 mm(.010 in) over size pistons in all SM engines should be permitted. The Spec Miata advisory committee asks that members take into account the following in addressing this question:

- The cost of new crate motors is approaching \$3500. Many used blocks are too worn to be suitable candidates for proper SM engines. The SMAC has decided to explore the possibility of allowing 0.25 mm (0.010 inch) over bores. The intent is solely to contain costs. While sleeving blocks is allowed, few machine shops do it well and the costs to do it properly are substantial.
- Over bore pistons and rings are readily available from Mazda and the cost is the same or less than standard. The basic engine rules would not change in regard to OEM parts since only Mazda parts would be permitted.
- The performance gain is negligible. For a 1999 Miata making 128 HP, the gain from the over bore pistons would be no more than 0.77 HP based on the added displacement.
- The purpose of permitting this over bore is not to create a performance enhancement nor as a parity adjustment measure. However, the advisory committee is mindful that this may become the perceived "standard" and that many competitors will feel that they "must" build to the new over bore allowance. To prevent this, cars using the over bore allowance would be assessed a 15-20 pound weight penalty. That will assure that there will be no performance advantage to using the over bore. But, a competitor with a running core motor will be able to build it without spending \$3500 for a crate motor and will not sacrifice any performance or build quality due to worn out bores.

SHOWROOM STOCK AND TOURING

The CRB has been asked to consider making "open hoods" a requirement for all cars in Showroom Stock and Touring in post-race impound. Please let us know whether or not you agree with this request.

MEMBER ADVISORIES

RUNOFFS QUALIFYING

The CRB has received letters asking whether the classes that are scheduled to share Runoffs qualifying sessions could request at least one single class session. The CRB and the Runoffs Chief Steward remind competitors that any deviation from the qualifying procedures outlined in the Supplemental Regulations will require unanimous agreement of all qualified drivers in that group. The unanimous requirement is to ensure all drivers in the shared group have equal input and agree that they want to modify their qualifying session(s). Requests should be directed to the Chief Steward.

From the Runoffs Supplemental Regulations:

5.2. Qualifying Sessions.

- Grid positions for the first qualifying session for each class will be by finishing position from the Nationwide Points. The draw will be done on Sunday, September 18th and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session(s). This process is NON-PROTESTABLE.
- Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is NONPROTESTABLE.

FORMULA 1000

The CRB has received inquiries about the application of 9.1.1.H.4.B. The CRB intends that "stock" means stock; that means no material may be removed from any part of the engine unless specifically permitted. Future rule clarifications will include valve jobs being permitted as long as the seat diameter is not changed. Specific GCR language is being developed which may include other restrictions. The CRB has had discussions with the engine builders who supply the great majority of engines in the class. They are in agreement with the thrust of these clarifications and will be assisting the CRB in developing these clarifications and they will supply documentation for the use of SCCA technical inspectors to enforce them.

NOT APPROVED BY THE CRB

SPORTS RACING

CSR

1. #4601 (Steve Sanders) Request for performance adjustment - CSR 13B Rotary
No action will be taken on this request without supporting dyno information showing the effects of increasing the SIR size for this engine.

FORMULA

F500

1. #5096 (Carl Wassersleben) F500 Chain Guards
The current rule is correct as written.

FC

1. #3465 (Steve Sanders) FC engine rule proposal for the Mazda 2.0 MZR
Based on member input, which was overwhelmingly opposed to any additional engines for FC at this time, the request to include the 2.0 liter Mazda MZR engine in FC is not approved. While some members recognize that one or more additional engines may be needed in the future, there is a clear desire to maintain stability at this time.

FV

1. #5215 (Brian Harding) Electric fuel pump
This is not a necessary change; current fuel pumps are satisfactory.

GRAND TOURING

GTL

1. #4841 (Mark Ward) Tire Weight Penalty
Part 1: The current penalty is appropriate as specified.
Part 2: There is no intention to distinguish between types of tire construction.
2. #5075 (Lans Stout) Restricted car weight penalty
The class will continue to be monitored.

IMPROVED TOURING

1. #4329 (Charles O'Toole) change head gasket thickness rules
The rules are correct as written.

2. #4432 (David Russell) Allow alternate valve seat material
Not consistent with class philosophy.

ITR

1. #4635 (Stephen Blethen) Allowance of ABS in ITR
Not consistent with current class philosophy.

ITS

1. #4970 (Fred Brett) Reclassify to ITA 99-2000 Civic
This car is classified correctly.

ITA

1. #4226 (Chris Gentry) reclassify scirocco 16v
This car is classified correctly.
2. #5332 (Grant Boshoff) Increase weight of 94-97 Miata by 200 lbs and 90-93 by 100 lbs.
This car is classified correctly.

PRODUCTION

EP

1. #5143 (Erik Strelnieks) Limited Prep 2 ABS
This would create a performance advantage for some cars and is not within the Production philosophy of car classification. It would also drive up costs.
2. #5197 (Gary Martz) Allow alternate fuel injection
The philosophy in the Production category is to not allow alternate fuel injection. This would open up a new set of classification problems. For the particular car in question, the 86-91 RX7, a weight reduction was applied instead.

SUPER TOURING

STU

1. #5006 (Nathan Bonneau) 2010 World Challenge Cars Weights & Restrictors
Thank you for your input.
2. #5177 (Ian Stewart) Allow Flat panel to be added to rear of S2000
Thank you for your input. This is outside the philosophy of the class.
3. #5372 (Marc Hoover) Runoffs fuel allow shell e85
Club Racing does not permit E85 fuels; they vary significantly from one another (they are not all 85% ethanol) and we have no means to test them at this time.

SHOWROOM STOCK

SSC

1. #4880 (Jason Isley) Class Aston Martin Cygnet in B-Spec
This model car is not available for sale in the North America markets and the base price is well over the target price for the other B-Spec cars.

TOURING

T2

1. #4894 (John Baldwin) Reduce weight of 05-07 STi
There have not been sufficient changes within the T2 class to warrant a change of weight to this car. It is competitive as classed. Please bring it out and race it.

T3

1. #5067 (Michael Sullivan) Remove Restrictor Plate
Thank you for your comments and research. However, the car is competitive as classified. The results from various tracks around the country show that the S2000 is still very competitive.

PREVIOUSLY ADDRESSED

AMERICAN SEDAN

1. #4836 (Dean Bailey) Reduce Weight of Restricted Prep Firebird & Camaro
See July Fastrack.

2. #5052 (Scott Sanda) Tire size allowance CTS V
See July Fastrack.
3. #5053 (Scott Sanda) Rear wheel camber increase CTS V
See July Fastrack.

NO ACTION REQUIRED

GCR

1. #4496 (Joseph Stadelmann) Accept FAA Medical Exam Certificate for Competition License
Please see letter #4206 in Suggested Rule Change section above.
2. #5089 (Cheyne Daggett) Class Probation - 9.1.13
The CRB and the Board of Directors are monitoring the effects the economy and Concurrent National and Regional races on National class participation numbers. When we have a complete picture of this year's entries and compare them with previous years, we will consider whether changes in National class eligibility need to be adjusted.
3. #5216 (Robert Lentz) index 2.5 rule (adjust 2.5 rule for current participation numbers
Please see letter #5089.

FORMULA

F500

1. #5049 (Christopher Blough) Approve use of restricted 600cc motorcycle engines for F500
Please see letter #5205 in Recommended Rules section above.

FB

1. #5174 (John LaBrie) FB Shifter Rule
Please see letter #3101 in Recommended Rules section above.

FC

2. (Multiple) Responses to request for input on FC motors
Please see letter #3465 in Not Recommended section above.

FM

1. #5349 (Darryl Wills) Runoffs FM/FE
The determination of which classes will qualify and/or race together is not based solely on National participation numbers or 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.

IMPROVED TOURING

1. #4187 (Grafton Robertson) List process math on each spec line
The process is listed in the IT Process Addendum to the Advisory Committee Manual on SCCA.com.
2. #5175 (David Ellis-Brown) Wheel Size Proposal
15" is the *maximum* wheel diameter that may be fitted.

ITB

1. #3872 (Ray Santomo) Do not allow Neon in ITB
This car is classed properly in ITA.
2. #4441 (Gregory Subtelny) Competition advantage of Hondas and VW Golf
Thank you for your input. We are currently examining the weights of several ITB cars to ensure that they are correct with respect to the classification process.
3. #5341 (Jonathan Kinberg) Mis-classified cars in ITB
See letter #4441

PRODUCTION

1. #5164 (Sam Henry) Must separate EP and FP at runoffs qualifying
The determination of which classes will qualify together is based on several criteria. 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. #5032 (Steve Sargis) Equalization Method
Thank you for your thoughts.

SPEC MIATA

1. #4940 (Peter Roberts) Miata heater core safety concern
The rule is sufficient as written. Competitors have the option to bypass the heater core.
2. #5121 (Danny Steyn) Sealing cars after Q1 at Runoffs
The tech staff is working on a plan for the Runoffs that will incorporate some of your suggestions.

SUPER TOURING

1. #4143 (Rob May) Intakes
Please see letter #4144

STU

1. #3373 (Chip Vanvurst) Miata intake manifold STU
Please see letter #4144

SHOWROOM STOCK

SSB

1. #5180 (Fred Brett) Reduce weight or more performance advantage.
We are interested in helping make the Mini more competitive. Please submit a list of items that you want approved, with extensive technical data for us to evaluate.

SSC

1. #4877 (Brian Husting) Cobalt Weight Reduction: -75lbs.
This car is competitive as classified. Thank you for your input.

TOURING

T3

1. #5042 (Cheyne Daggett) Plans for 2012
Thank you for your input. We will attempt to address some of these issues for the 2012 GCR.

RESUMES

1. #5082 (Mitch Poremba) Resume for GTAC
Thank you for your resume. It will be considered with others.
2. #5208 (Jon Einhorn) Production Advisory Committee Membership
Thank you for your resume. It will be considered with others.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2011

NUMBER: TB 11-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/11 unless otherwise noted.

GCR

1. #2411 (CRB) Appendix for CSOM

Rename Appendix D to "*Duties, Authorities, and responsibilities of the Chief Steward, the Chairman of the Stewards, and the SOM.*" Modify the introduction as follows:

"This Appendix summarizes the duties, authorities, and responsibilities of the Chief Steward, *the Chairman of the Stewards, and the SOM in the GCR*, except those in 5.12, the primary section governing the powers and responsibilities of Stewards. This appendix is a digest and is intended to direct the reader to the appropriate specific sections for the full citation. Because these are summaries only, the statements in this Appendix may not be protested or appealed."

There are now two sections, as follows:

1. *Duties, Authorities, and Responsibilities of the Chief Steward* [Content unchanged from current text]

2. *Duties, Authorities, and Responsibilities of the Chairman of the SOM and the SOM STEWARDS OF THE MEETING*

- 2.1.6. *Refusing to cooperate with, interfering with or obstructing the SOM is a breach of the rules.*
- 2.2.4. *An SOM may have no conflict of interest as defined in this section.*
- 3.1.1.C. *The SOM may reschedule National races to 30 minutes in length.*
- 3.2.1.B. *The SOM may cancel or postpone all or part of an event.*
- 3.5.1.H. *The name of the CSOM must appear in the Supplemental Regulations.*
- 3.5.5. *The SOM must approve changes to the schedule and Supplemental Regulations.*
- 3.8.1. *The SOM will prevent distribution of awards if a named party indicates that he will appeal their decision.*
- 4.4.4. *The SOM may nullify an entry containing a false or incorrect statement and penalize the driver or entrant.*
- 5.1. *The SOM are listed among the principal officials. The SOM may not delegate their responsibilities.*
- 5.1.1. *There must be at least 2 SOM at every event.*
- 5.1.3. *Grades of licenses for CSOM:*
 - A. *Nationals – National Steward. Senior Steward or Divisional Steward if appointed by the Division's Executive Steward and approved by the Chairman of the Stewards Program.*
 - B. *Regionals – minimum Divisional Steward.*
 - C. *Driver Schools – minimum Divisional Steward.*
- 5.1.5. *The CSOM may have no plurality of duties.*
- 5.2.1.C. *The CSOM must receive a copy of the Insurance Certificate prior to the beginning of an event.*
- 5.7.1.D. *The Sound Control Chief will provide reports to the CSOM.*
- 5.10.1.B. *T&S will provide times and results at the request of the SOM.*
- 5.10.1.D. *T&S will provide completed Official Results to the SOM.*
- 5.10.4.B.1. *SOM pending actions will hold publication of Official Results.*
- 5.11.2. *SOM will cooperate with the Press Officer.*
- 5.11.3. *The SOM may approve a corrected determination by a Judge.*
- 6.4.3.C. *The SOM must approve using the alternate qualifying procedure for an oversubscribed single class group.*
- 7.2.G. *A probation period begins when the license and any fine are collected by the Chairman of the SOM who assessed the penalty or by the National Office.*
- 7.2.G.3. *The SOM at the event where a violation of probation occurs may be asked to hear the violation.*
- 7.2.I. *The CSOM whose committee suspends competition privileges must collect the license immediately. The suspension begins when the penalty is assessed, however, the period begins when the license and any fine are collected by the body who suspended the license or by the National Office.*
- 7.4.A. *Penalties assessed by the SOM incur penalty points.*
- 7.4.B. *The SOM may assign penalty points when upholding a protested CSA.*
- 7.5. *The SOM shall advance subsequent competitors when a penalty affects the final results, and shall notify T&S.*
- 8.1.1. *The CS may file a CSA with the SOM for a breach of the GCR or Supplemental Regulations. CSAs must be filed with the SOM within 30 minutes after the results of the last race of the weekend are posted, although the SOM may extend the time.*
- 8.1.2. *The CS may file an RFA with the SOM for a suspected breach of the GCR or Supplemental Regulations. RFAs*

from post-race inspections may be filed within a reasonable amount of time following discovery. While all other RFAs must be submitted within 30 minutes after the results of the last race of the weekend are posted, the SOM may extend the time.

- 8.2. SOM procedures for RFAs and Protests are the same.
 - A. The SOM will hear actions as soon as practical.
 - B. Only the CSOM can release parties from the track.
 - C. The SOM will notify all parties if there is a delay in ruling on the action.
- 8.3.1.D. The SOM may return protest fees at their discretion.
- 8.3.1.E. The CSOM will promptly receive protests from the CS or ACS.
- 8.3.1.F. The SOM may extend time limits for filing protests.
- 8.3.2.B. The SOM may penalize a protestor whose actions are judged in bad faith or vexatious.
- 8.3.3. The SOM will receive a bond to cover the expense of disassembling, inspecting, and reassembling a car that is protested.
 - 8.3.3.A.1. The SOM will consult separately with all appropriate parties in setting the bond.
 - 8.3.3.A.2. The SOM will apportion the bond if the protestor withdraws all or part of the protest.
 - 8.3.3.A.4. The SOM may require that the protested party posts a bond or signs a repair order.
 - 8.3.3.A.5.d. The CSOM requesting verification services will receive an email within 5 working days from the SCCA Technical Services Department.
 - 8.3.3.B. The SOM will oversee the inspection or disassembly of the protested vehicle, and determine who else may be allowed to observe which parts of the process.
 - 8.3.3.F. The CSOM is responsible to assure unbroken chain of evidence and may impound parts.
- 8.4.1. An SOM decision may be appealed by any named party.
 - 8.4.3.B.2. An appeal will not be heard until a license surrendered to a CSOM is received by the National Office.
 - 8.4.3.D. The CSOM may accept a notice of intent to appeal the suspension of privileges to allow the individual to compete in subsequent events during a multiple sanction weekend. However, the SOM cannot accept a notice of intent to appeal during a single sanction weekend for any reason.
 - 8.4.3.E. An SOM decision may be upheld or overturned by a properly presented appeal.
 - 8.4.5.A.2. The original SOM may be ordered by the Court of Appeals to rehear an action.
 - 8.4.5.C. The Court of Appeals will not act as an SOM.
 - 9.2.1.I. The CSOM, or his designee, will note technical non-compliance in the vehicle logbook.
 - 9.3.26. The SOM (or the CS) will assess appropriate penalties when fuel tests non-compliant.
- AppC.2.7.G. The CSOM (or CS) must sign the Novice Permit acknowledge completion of Novice Permit requirements after the driver's second Regional race is credited. An SOM (or CS) refusing to sign off a Novice Permit may be appealed to the driver's Divisional Licensing Chairman.
- AppC.4.A.1. A Probation Letter is a temporary replacement for a confiscated license issued by, among others, a CSOM.

Formula

None.

Grand Touring

GT2

- 1. #5142 (Brian Harmer) GT2 MR2 Clarification
In 9.1.2, GT2, Toyota MR-2, update model years from ~~94-~~ to **91-95**.

GT3/GTL

- 1. #4882 (Jonathan Goodale) Update model years for MX-5 to 2006-2010
In 9.1.2, GT3, Mazda MX-5, update model years from ~~2006~~ to **2006-2010**.

In 9.1.2, GTL, Mazda MX-5, update model years from ~~2006-2009~~ to **2006-2010**.

GT3

- 1. #5141 (Brian Harmer) MR2 Spyder Clarification
In 9.1.2, GT3, Toyota MR-2, correct model years from ~~99-02~~ to **2000-2005**.

Improved Touring

ITB

- 1. #4660/#4828/#5284 (Les Chaney/ Enrik Benazic/Sam Moore) Weight change Honda Civic Si 1986-87
In 9.1.3, ITB, Honda Civic Si (86-87), change weight from ~~2430~~ to **1970** to match the 1985-87 CRX Si.

Super Touring

- 1. #4795 (CRB) Clarification, Turbocharged Cars
In 9.1.4.G.18, move to a new subsection 9.1.4.G.20 "Unless otherwise noted, the follow restrictions apply to turbochargers. Turbocharging is permitted only with a factory turbo/engine combination. The inlet restrictor (if required) shall be positioned

in the compressor inlet housing. Turbochargers may not be added to engines that did not originally come equipped with one. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.”.

2. #4855 (CRB) Aero/Body Rules Cleanup

In 9.1.4.C.1:

Delete “~~OEM or aftermarket spoilers and wings are permitted.~~” [Redundant to and superceded in 9.1.4.D.2.]
Delete all remaining text after “A photographic replica is not sufficient.” [Moved to Aerodynamic Devices.]

Insert the following subsections before the current 9.1.4.D.3 (renumber as 9.1.4.D.6):

9.1.4.D.3 A close-out panel may be mounted behind the grille.

9.1.4.D.4 OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule.

9.1.4.D.5 Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.

In 9.1.4.D.1.a, delete paragraphs specific to “STO and STU” and “STL”. [Moved to individual class specifications.]

Add a new 9.1.4.D.1.d: “*See individual class regulations for further restrictions.*”

In 9.1.4.D.2, renumber first paragraph as subsection “a” and second paragraph as subsection “b”.

In 9.1.4.D.2, delete paragraphs specific to “STO” and “STU and STL”. [Moved to individual class specifications.]

Add 9.1.4.D.2.c: “*See individual class regulations for further restrictions.*”

In 9.1.4.1, STO, insert new section “*B. Aerodynamic Devices*” as follows (and renumber subsequent sections):

1. *Front Splitter*

a. *The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.*

b. *The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.*

c. *The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.*

2. *Rear Wing*

a. *Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.*

b. *The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.*

c. *The entire rear wing assembly, including the end plates and any wicker, shall be mounted level with, or below, the peak of the roof.*

d. *The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.*

e. *Wing end plates must not exceed 144.0 square inches.*

In 9.1.4.2, STU, insert new section “*B. Aerodynamic Devices*” as follows (and renumber subsequent sections):

1. *Front Splitter*

a. *The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.*

b. *The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.*

c. *The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.*

2. *Rear Wing*

a. *Wings shall be a single element with a maximum chord length of 8.50 inches, including any wicker.*

b. *The entire wing assembly may be no wider than a maximum of 48.25 inches.*

c. *The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-style or hatchback body (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and the wing assembly.*

d. *The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part approved bodywork.*

e. *Wing end plates must not exceed 64.0 square inches.*

f. *APR performance wing GTC-200 part #AS-104801, variable cord length (8.75” Inner/6.75” Outer), is*

permitted.

In 9.1.4.2, STL, insert new section “*B. Aerodynamic Devices*” as follows (and renumber subsequent sections):

1. *Front Splitter*
 - a. *The front splitter/spoiler must not extend past the approved bodywork as viewed from above for the entire profile of the front fascia.*
2. *Rear Wing*
 - a. *Wings shall be a single element with a maximum chord length of 8.50 inches, including any wicker.*
 - b. *The entire wing assembly may be no wider than a maximum of 48.25 inches.*
 - c. *The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-style or hatchback body (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and the wing assembly.*
 - d. *The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part approved bodywork.*
 - e. *Wing end plates must not exceed 64.0 square inches.*
 - f. *APR performance wing GTC-200 part #AS-104801, variable cord length (8.75” Inner/6.75” Outer), is permitted.*

3. #4946 (CRB) Eligibility Clarification

In 9.1.4.B, change as follows: “GCR listed IT cars, 1985 and newer, under their current IT specifications shall *may* compete in STU.”

4. #4952 (CRB) Rules Clarification, Cams

Replace 9.1.4.G.5 with: “*Alternate camshafts are allowed; see individual class rules for lift limits. Camshaft timing is free.*”

Add to 9.1.4.1.D: “*6. Valve lift is limited to .600 inches.*”

Add to 9.1.4.2.B, “*5. Valve lift is limited to .600 inches.*”

Add to 9.1.4.3.B, “*6. Valve lift is limited to .425 inch for 4 or more valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines.*”

5. #5100 (CRB) Super Touring Category Philosophy

Replace 9.1.4.A in its entirety with the following:

9.1.4.A. Purpose and Philosophy

The intent of the Super Touring category is to allow competition of production-based vehicles, at a higher level of preparation, using DOT-approved tires. Vehicles used in this category must be identifiable with the vehicles offered for sale to the public and available through the manufacturer’s distribution channels in the US. No chassis or engines older than 1985 will be eligible, except that model runs that began before 1985 are eligible (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are eligible). The SCCA does not guarantee the competitiveness of any car.

Super Touring Over (STO) vehicles are high-performance GT and exotics over 3.2 liters. STO vehicles are explicitly approved for competition; to be eligible for STO competition, a chassis and maximum engine displacement must be listed as a specially-approved combination in the STO “Approved Cars and Engines” table.

Super Touring Under (STU) vehicles are mid-level multi-purpose performance cars of 3.2 liters and under. Case-by-case approval of engines over 3.2 liters from “Pony Cars” or “American Iron” with stock camshaft lift at a heavier weight will be considered. No engines over 4 liters shall be allowed under any circumstances. Spec lines are not required for STU eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.

World Challenge vehicles compliant to a SCCA Pro VTS may be approved on a case-by-case basis for STU. See the STU “Approved World Challenge Cars” table.

Super Touring Light (STL) is a small-bore “tuner” class with engine displacements of 2.0 liters and under. STL encompasses a lower level of allowed modifications compared to STU and STO. As with STU, spec lines are not required for STL eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.

Alternate allowances may be approved on a case-by-case basis for individual vehicles that do not meet these parameters; see “Alternate Vehicle Allowances” tables. Engines components from these approved vehicle allowances may not be

installed in other chassis without specific line-item approval (e.g., the STU 3.8L Mustang engine may not be installed into a Ford Focus).

Vehicle modifications are limited to those listed herein. Unless a particular modification or part is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car. Some amount of latitude will be considered to facilitate engine installations, however if extensive modifications are required it is recommended to seek clarification from the Club Racing Board.

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.

Each class will have a baseline target power-to-weight ratio. Weights may be adjusted or cars may be subject to changes in intake restrictors to meet these targets. Cars may be required to carry data acquisition equipment for review of performance.

STO

1. #5375 (Peter Keane) Classify the Cadillac CTS V 7.0L
Effective 10/1/11, in 9.1.4.1.H, add the following: *Cadillac CTS-V (LS7)/7000/3500/80mm flat plate//*
2. #5376 (Peter Keane) Classify the 2010 7.0L Camaro in STO
Effective 10/1/11, in 9.1.4.1.H, add: *Chevrolet Camaro (2010-) (LS7)/7000/3500/80mm flat plate//*
3. #5463 (CRB) Add "Comp Coupe" to Viper 8.3L
In 9.1.4.1.H, Dodge Viper [8300 displacement], add "including Comp Coupe" to model designation.

STU

1. #5238 (Eric Heinrich) Clarification of OEM wing and spoiler language.
In 9.1.4.D.2, second paragraph, change as follows: "OEM *Factory* wings and spoilers are permitted as delivered, but must be removed if an approved wing is installed."
2. #5319 (Greg Amy) Clarification, Mazda MX-6 World Challenge Car
In 9.1.4, STU, Alternate Vehicle Allowances table, delete "Mazda MX-6 (World Challenge)" listing. [See Table A.]
3. #5320 (Greg Amy) Clarification of Tires for World Challenge
In 9.1.4.B, World Challenge Touring Cars, add a new sub-bullet: "*- Cars must meet tire rule 9.1.4.P.1*"
4. #5344 (CRB) Adjust turbocharger restrictors
In 9.1.4.2.G.2, change the table as follows:
Inlet Restrictor (mm) Minimum Weight (lbs)

33 <i>32</i>	2200
34 <i>33</i>	2340
35 <i>34</i>	2475
36 <i>35</i>	2625
37 <i>36</i>	2770
38 <i>37</i>	2935
39 <i>38</i>	3100
40 <i>39</i>	3265
41 <i>40</i>	3430

Production

EP

1. #4228 (Kevin Leigh) Correct rear track as listed
In 9.1.5, EP, BMW Z3 2.5L and BMW Z3 2.8L (97-00), correct rear track from ~~60.5~~ to *63.10*.

2. #4976 (Richard Iderosa) Add 1978 280Z in E Production Class
Effective 10/1/11, classify in EP

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Nissan 280Z</i>	2	2560 * 2624 **2688	6 Cyl. SOHC	86.1 x 79.0	2760	Iron	Alum	(I) 44.2 (E) 35.3	Fuel Injection	2304/(90.7)	56.9 / 56.6

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Nissan 280Z</i>	15 x 7	5	(F) 272 disc (R) 229 drum	(F) 252 vented disc (R) 258 or 269 solid discs and calipers from 280ZX	Comp. Ratio limited to 12.0:1, Valve lift measured as raced with lash limited to .500". Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers permitted.

3. #5065 (John Bauer) Add valve sizes to the Caterham spec line.
In 9.1.5, EP, Lotus / Caterham 7 America, add omitted valve sizes: (I) 32.0 (E) 28.0.

American Sedan

1. #5195 (CRB) Spec line clean up
The following deletions are made since general class rules allow these items.

In 9.1.6, Camaro & Firebird (93-97) Restricted Prep, delete from the Notes: "~~Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. WS6 hood is permitted with ram air opening sealed to prevent the passage of air.~~"

In 9.1.6, Camaro & Firebird (98-02) Restricted Prep, delete from the Notes: "~~WS6 hood is permitted with ram air opening sealed to prevent the passage of air. Poly F-body engine mounts - Prothane part #7512; Poly F-body transmission mount - Prothane part #71604.~~"

In 9.1.6, GTO (04-06) Restricted Prep, delete from the Notes: "~~Poly GTO engine mounts - Rev Shift 95A part #PMM-GTO; Poly GTO transmission mount - SCSS (no part number).~~"

Showroom Stock

SSC

1. #5345 (CRB) Add FIAT 500 to spec-B
In 9.1.7.E.34, add before Ford Fiesta, "*Fiat 500 (2011-12)*".
In 9.1.7, SSC, add:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Fiat 500</i>	72.0 x 84.0 1368	2300	1628/ 1628	15 x 7 Alloy, minimum weight 13 pounds	205/50	3.909, 2.158, 1.345, 0.974, 0.766	3.733	(F) 257 vented (R) 240 solid	2130	

Spec Miata

1. #5303 (David McAnaney) Correct SM Shock Spec
In the SCCA Spec Miata Shock Specifications (found on scca.com), change as follows: "Static max rod pressure **force (lbs):** 50".

Sports Racing

None.

Touring

T2

1. #4863 (Chad Gilsinger) Reduce weight of the Acura TL SH-AWD to 3200 lbs
In 9.1.10, T2, Acura TL SH-AWD (2011-12) change weight from ~~3250~~ to **3200**.
2. #5102 (Chad Gilsinger) Allow Sunroof Removal to Facilitate Proper Cage Installation
In 9.1.10, T2, Acura TL SH-AWD (2011-12), add to Notes: "*The glass sunroof must be replaced with an aluminum panel; the panel must be at least 0.20 inch thick; the panel must retain the shape of the glass sunroof and must be painted in body color.*"
[NOTE: This is a one model car allowance. This modification will not be allowed for other cars unless extensive investigation is done.]

T3

1. #5447 (CRB) Adjust weight of 350Z

In 9.1.10, T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change weight from ~~3325~~ to **3400**.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Rick Kosdrosky vs. SOM COA Ref. No. 11-06-SW

June 23, 2011

FACTS IN BRIEF

At the Lone Star Grand Prix at Texas World Speedway on May 28 -May 29, 2011, Austin Snader filed a mechanical protest against Rick Kosdrosky, EP #55 (Lotus/Caterham 7 America). Mr. Snader cited GCR section 9.1.5. Production category specifications pages 504-505. Mr. Snader specified intake valve diameter, exhaust valve diameter, and bore and stroke for the 2.0L ZETEC engine. Mr. Snader provided a specification sheet to the Stewards of the Meeting (SOM) for a Ford Escort ZETEC engine.

The SOM, Dick Kantrud and Jack Marr, Chair, observed the measurement of the bore and stroke of the engine on Saturday night and ruled those measurements were compliant. This was non-intrusive and no bond was needed. The bond for the valve measurement was established at \$1000.00. Mr. Kosdrosky could not race on Sunday due to mechanical problems so the head removal and measurement took place Sunday afternoon, supervised by the Chief Scrutineer, Hal Williams. The SOM deferred their decision pending consultation with SCCA's technical staff. On June 2, 2011 the SOM ruled the intake valves were larger than allowed and therefore, non-compliant. Mr. Kosdrosky was moved to last finisher in class and received 2 penalty points against his competition license.

Mr. Kosdrosky 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 June 16, 2011 and June 23, 2011 to review, hear, and render a decision on the appeal. John Bauer, SCCA Technical Staff, participated in the June 16, 2011 call. Bob Dowie, Chairman of the SCCA Club Racing Board (CRB) participated in both the June 16 and 23, 2011 calls. Jack Marr, regular COA member, was an official at this event and recused himself.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Kosdrosky dated June 8, 2011.
2. Observers Report received June 9, 2011.
3. Email from Bob Dowie received June 23, 2011.

FINDINGS

At the request of the COA, SCCA's CRB and Technical Staff conducted extensive research on the Ford ZETEC engine and provided their findings to the Court. The COA finds multiple valve sizes listed for the ZETEC engine in this documentation. The COA also finds no dimension in the GCR for the intake and exhaust valves under the specification line for EP, Lotus/Caterham 7 America. In addition, GCR section 9.1.5.E.2.f.4. states "any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter can be used". Since no diameter is currently specified on the GCR specification line and the Ford ZETEC was built and delivered with multiple sizes, the valves are judged to be compliant.

DECISION

The Court of Appeals overturns the decision of the SOM. The bond will be awarded to Mr. Kosdrosky, the two (2) penalty points will be removed from his record, and his finishing position will be restored. Mr. Kosdrosky's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Mike Engelke vs. David Nokes COA Ref. No. 11-07-CN

June 16, 2011

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On June 10, 2011 David Nokes, National Chairman of Stewards, directed SCCA Club Racing to reinstate steward licenses for two Central Division stewards who Mike Engelke, Executive Steward Central Division, had declined to approve for 2011 renewal.

Mr. Nokes took this action, pending the outcome of official reviews, in accordance with the authority granted him in the SCCA Operations Manual. This action was also taken after consultation with and agreement of Bob Lybarger, SCCA Area 5 Director (Central Division). Mr. Engelke appealed Mr. Nokes' action.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met by conference call on June 16, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Engelke received June 16, 2011.
2. Emails dated June 10, 2011 from David Nokes to SCCA Club Racing and Mike Engelke received June 16, 2011.
3. Email testimony from David Nokes received June 16, 2011.

FINDINGS

In his appeal Mr. Engelke asserts that Mr. Nokes lacks authority under the SCCA 2011 General Competition Rules (GCR) for his directive to reinstate the steward's licenses and that the licenses should not be renewed at this time.

SCCA 2011 GCR Sections 2.4 and 8.4 define the actions that may be reviewed and decided by the Court of Appeals (COA). The current subject brought by Mr. Engelke does not fall within the scope of either GCR section. Therefore, the COA has no authority to hear or render a decision in this matter.

DECISION

The Court of Appeals returns the appeal unheard. Mr. Engelke's appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tinis vs. SOM COA Ref. No. 11-08-NE

June 30, 2011

FACTS IN BRIEF

On June 5, 2011 during the ProIT race at the SJR Jersey Devil National, Race Control logged numerous reports of body contact between William Finsilver (SM #94) and Michael Tinis (ITB # 68). Following an investigation, Chief Steward Terry Hanushek issued a Chief Stewards Action (CSA) penalizing Mr. Tinis 3 laps for violation of GCR 6.11.1. (On Course Driver Conduct) Mr. Tinis did not protest the CSA penalty. Also, following the race, Mr. Finsilver protested Mr. Tinis for failure to avoid body contact. (GCR 6.11.1.A.)

The Stewards of the Meeting (SOM), Tyrone Noles and John Nesbitt, Chairman, held a hearing, interviewed several witnesses and upheld Mr. Finsilver's protest. The SOM penalized Mr. Tinis three (3) laps and assessed two (2) automatic penalty points to his competition license. This penalty superseded the penalty assigned by the CSA.

Marios Tinis, Entrant, and Michael Tinis, Driver, 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 30, 2011 to review, hear and render a decision on the appeal. Michael West, COA Chairman, was not available for the hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Marios and Michael Tinis, received June 19, 2011.
2. Official Observers Report and related documents, received June 20, 2011.
3. Email from John Nesbitt, Chairman SOM, received June 29, 2011.

FINDINGS

The SOM determined that while contact was initiated by both Mr. Tinis and Mr. Finsilver, most of the responsibility lay with Mr. Tinis. In his appeal Mr. Tinis offers little evidence not heard by the SOM to refute this finding. No video was presented.

The COA finds the penalty imposed to be within the authority granted to the SOM under GCR Section 5.12.1.A. and Section 7, and is appropriate based on the evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The Tinis' appeal is deemed not well-founded and the appeal fee shall be retained by SCCA.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

**Jerry Kroll vs. SOM COA Ref. No. 11-09-NP
July 7, 2011**

FACTS IN BRIEF

On June 19, 2011, following the FE race at the Laguna Seca Double Regional, Brandon Aleckson (FE #83) filed a protest against Jerry Kroll (FE #22) alleging violation of 2011 SCCA General Competition Rules (GCR) 6.11.1.C. (racing room). The Stewards of the Meeting (SOM), Stan Laskin, Janey Smith, Wally Smith and Barbara McClellan, Chair, held a hearing, viewed a video and disallowed the protest calling it "close racing".

Following the hearing, there was a confrontation in the paddock between Mr. Kroll and Mr. Aleckson. The Chief Steward, Gary Meeker, issued a Request for Action (RFA) asking the SOM to investigate the matter and take appropriate action.

After interviewing Mr. Kroll, Mr. Aleckson and witnesses, the SOM determined that challenges to fight were issued by both drivers in violation of GCR 2.1.7. (Unsportsmanlike Conduct). Both Mr. Kroll and Mr. Aleckson were placed on probation for four (4) event weekends and each had three (3) points assessed to their competition license.

Mr. Kroll appealed the SOM decision.

DATE OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on July 7, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Jerry Kroll, received 6/28/2011.
2. Official Observers Report and related documents, received 6/28/2011.
3. Email from Barbara McClellan, Chair SOM, received 6/30/2011.

FINDINGS

Mr. Kroll submitted as evidence three emails sent by Mr. Aleckson, two of which were to the FE community at large and one which was to Mr. Kroll. None of them are relevant to Mr. Kroll's actions at the track, and do not constitute new evidence for COA consideration.

The COA finds the penalty imposed to be within the authority granted to the SOM under GCR Section 5.12.A. and Section 7, and is appropriate based on the evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Kroll's appeal is deemed not well-founded and his appeal fee shall be retained by SCCA.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

TONY COELLO vs. SOM COA Ref. No. 11-11-CN

July 7, 2011

FACTS IN BRIEF

Following Race 3 on June 19, 2011 at the June Sprints National held at Road America, Jim Drago (SM #2) protested Tony Coello (SM #17) for violation of 2011 SCCA General Competition Rules (GCR) 6.1.1.B (pass under yellow) and 6.5.1.J (A car may not improve its position in the field after the cars are released from the grid for the pace lap.). The Stewards of the Meeting (SOM) Bob Lybarger, Ron Poth, Jerry Wannarka and Doug Tillman, Chairman, held a hearing, upheld Mr. Drago's protest, penalized Mr. Coello seven (7) finishing positions, and assessed two (2) penalty points to his competition license. Mr. Coello appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on June 7, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Tony Coello received June 29, 2011.
2. Official Observers Report and related documents, received July 1, 2011.
3. Email from Jim Drago received June 30, 2011.
4. 2011 June Sprints schedule, received July 1, 2011.

FINDINGS

Race 3 at the June Sprints was scheduled to be a split start with T3, SSB and SSC in the first group followed by Spec Miata in the 2nd group behind a second pace car. An unfortunate error by the grid workers resulted in the pole sitter and the next six or seven cars on the SM grid being released late from the grid and placed behind other SM competitors. Mr. Drago, who should have been the SM pole sitter, maintained his position as released by Grid and did not improve his place on the pace lap. Mr. Coello, who was originally third on the SM grid, was released behind Mr. Drago and admitted passing several cars under double yellow (including Mr. Drago) in an attempt to regain what he thought was his rightful starting position. While Mr. Coello may have been frustrated by the mistakes of the grid workers, passing cars on the pace lap to improve your starting position is a clear violation of the GCR.

The COA finds the penalty imposed to be within the authority granted to the SOM under GCR Section 5.12.A. and Section 7, and is appropriate based on the evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Coello provided no new evidence, his appeal is deemed not well-founded, and his appeal fee will be retained by SCCA.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC MINUTES | July 13, 2011

The Time Trials Administrative Council met by teleconference on July 13, 2011. Participating were Tony Machi, Chairman; Dave Deborde, Jerry Cabe, Chuck DeProw, Bob Horansky, and Joe Oliveira. Also participating was Deanna Flanagan, SCCA Club Racing Manager.

Rules / Documents:

- The TTAC continues to work with the CRB to finalize a proposal to provide Club Racing School credit for Time Trial Program driving experience. Part of this proposal includes modification of current TT Participation Logbook to more closely align with the criteria outlined in the Club Racing Novice Permit. Wording to be printed on the back of the TT Participation Log Book to reflect that satisfactory participation will be considered, should the driver choose to move on to Club Racing. TT experience will be specifically listed in the new Race Drivers' School program. The new Drivers' School proposal is in the process of review by the Chief Driving Instructors, the Divisional Licensing Chairmen, and the Stewards.
- A proposal submitted by the Time Trial Safety Committee (TTSC) regarding the implementation of head and neck devices in the 2012 Club Racing GCR was discussed. The proposal discussed that most of these devices cannot be utilized effectively in vehicles with stock restraints. Level 1 and 2 events are compromised mainly of vehicles with stock restraint systems. Additionally, the cost factors involved to make this upgrade could negatively impact attendance.
- Both the current Time Trial/Novice Time Trial Application and the Time Trial Official Application documents will be edited to remove redundancies and simplify the layout of the forms. The current three separate approval signature lines located on the Time Trial Official Application will be combined into one approval line. This approval line will list the Divisional TTAC Representative (aka TT Divisional Program Manager), providing a section for a signature and membership number to be documented. The upgrade section of the Time Trial/Novice Time Trial Application will be edited to include this same information. As outlined in the Time Trials Rules (TTR), the Divisional TTAC Representative (aka TT Divisional Program Manager) must authorize all license approvals and upgrades for each Division.
- A SEDiv proposal regarding event approval and procedural guidelines for events was discussed. The TTAC reaffirms that procedural guidelines for conducting events are under the purview of the TTAC and the current TTR. Additionally, all supplemental regulations in each Division must be approved by the Divisional TTAC Representative (aka TT Divisional Program Manager). Although a Divisional points series may limit events that are included in the series, individual regions are allowed to host events that include any of the four levels of the Time Trials program, providing that these events are conducted in accordance with the current TTR.

TECH BULLETINS

TTR

1. Head and Neck Restraints

In response to changes to the Club Racing GCR in 2012, and input from the Time Trial Safety Council (TTSC), the TTAC has reviewed the current TTR requirements for Head and Neck Restraints. It is the official position of the TTAC that the TTR is a separate and independent rule set from the Club Racing GCR. Although the Time Trials program is currently categorized under Club Racing program hierarchy, Time Trials will not require mandatory Head and Neck Restraints in any of the four levels of the TT program after the implementation of this safety equipment requirement in the Club Racing GCR.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 22, 2011 The Solo Events Board met by conference call June 22nd. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, Ryan Miles, and Brian Harmer of the National Staff; Solo Nationals co-chair Eric Clements; BOD members R. David Jones, John Walsh, and Todd Butler. 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.

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- Eric Clements reported to the SEB regarding Chiefs and event staffing. Various improvements to event details were reported as being in progress.
- Compliance checks were discussed, and a variety of recommendations will be made to the Chief of Impound.
- Section M of the event Supplemental Regulations has been amended by the SEB, with BOD concurrence, to read as follows:

"M. CLASSES

1. All Open and Ladies classes as defined by the 2011 Solo Rules.
2. Street Touring R will be a National Championship class for the 2011 National Championship if the total number of participants competing in Open and Ladies Classes combined is 51 or greater.
3. FSAE and FSAEL will run as supplemental classes.
4. FJA and FJB (8+ only) will run as supplemental classes.
5. SMF and SMFL will run as supplemental classes.
6. STR and STRL will run as supplemental classes providing Item #2 does not occur.

No other Supplemental Classes are approved for this event."

- Members are reminded that the early registration deadline is July 29th.

GENERAL

- Nominations are open for the Driver of Eminence and Solo Cup awards. These awards are defined in the Solo Rules, Appendix V.
- The SEB and Staff discussed the Divisional Solo Events programs.
- The SEB has reviewed the following items, and thanks these members for their input:
 - Participation, 4.9 (4892)
 - Sound comments (4969)
 - STR class status (3858, 3933)
 - Weighing ST cars (4982)
 - Nationals Impound (5064)
 - Dynos in Impound (5188)

STOCK

- Per the SAC, the following class listing change proposals (each an individual item) are provided for member comment:
 - Audi R8 (4.2): Move from the exclusion list to SS
 - Chevrolet Corvette ZR-1 (C6 chassis) (2009-11): Move from the exclusion list to SS
 - Dodge Viper (2008-09): Move from the exclusion list to SS
 - Porsche 911 GT3 (997chassis): Move from the exclusion list to SS
 - Porsche 996 Turbo: Move from the exclusion list to SS

The SAC believes these cars would be competitive in SS and don't represent a significant change to the competition level in the class. This proposal joins the Nissan GTR proposal released in a prior Fastrack. While all comments are welcome the committee is requesting specific comments focused on special versions that may have been produced in low volume and may have been overlooked in the decision-making process. (5305, 5307)

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - Roll bars (4299, 4335)

- Sway bar allowance proposal (4889, 4897, 4901, 4902, 4905, 4909, 4911, 4915, 4916, 4921, 4926, 4930, 4935, 4937, 4939, 4949, 4960, 4973, 4980, 4985, 5013, 5022, 5023, 5046, 5066, 5068, 5072)

STREET PREPARED

- Per the SPAC, the following rule change proposal is published for member comment:
 - Add to 15.0 as a new 8th paragraph (following the Spec Miata item) as follows:

“Cars listed as eligible in and prepared to the current national B-SPEC/SCC rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor B-SPEC/SCC cars are permitted to interchange preparation rules. B-SPEC/SCC cars may use tires which are eligible under current showroom stock rules even if they are not eligible in Street Prepared.” (5058)
- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - Re-organization comments (4895, 4900, 4917, 4929, 4933, 4942, 4954, 4959, 4996, 4997, 5040, 5074)

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:
 - Engine allowance comments (4274)

PREPARED

- The PAC has provided the following rule change proposal for member review and comment:
 - Change the first sentence of 17.11.A to read as follows:

“A. Vehicles prepared in excess of Solo allowances and prepared up to either the current *GT or Production rules* are permitted to compete in their respective Prepared classes.”

Comment: New classes added to the GCR since the last revision of 17.11.A have created a situation that allows for vehicles prepared far beyond the intended limits of Section 17. (4286)
- The PAC would like to revise the previously published proposal package regarding turbo inlet restrictors for Prepared classes. The following is submitted for member comment:
 - Change 17.10.C.2 to read as follows:

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

 - a. **46mm** for class FP
 - b. 52mm for class CP

c. *Restrictor is not required for class XP*

- Also change Appendix A, Prepared Class F weight formulas to read as follows:

“ Forced Induction, +**0.450** x displacement (cc)

AWD, +**0.100** x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than **2700** lbs prior to addition of weight adjustments defined herein and in Section 17.” (5370)

- The PAC and SEB have reviewed the following items, and thank these members for their input:
 - Committee position (4202)

MODIFIED

- Regions are encouraged to permit Formula Hybrid vehicles to compete at Regional events. The MAC and SEB are discussing adding Formula Hybrid vehicles to the Solo Rules. (4987)
- The MAC and SEB have reviewed the following items, and thank these members for their input:
 - BM Aero (4483, 4485, 4725)

KART / FORMULA JUNIOR

- The KAC and SEB have reviewed the following items, and thank these members for their input:
 - Cadet chassis, rear tires (4650)
 - Cadet usage (4791)
 - F125 weights (4904)
 - Class designations (4974)

NOT RECOMMENDED

- SP spherical bearings (3289) The SPAC feels this is not consistent with category philosophy.
- SP Porsche 914 classification (4990) The SPAC feels that there is no strong reason for splitting individual variants of this car across different classes.
- Yaris in Limited-prep GP (4545) The PAC is currently unconvinced the addition of modern “micro-cars” such as the Toyota Yaris, MINI Cooper and Honda Fit would have a positive impact on GP.
- FJ Dry clutch (4778) The KAC does not feel there is a safety issue with the dry clutch.
- Spec FJ engine (5095) The KAC feels that all current motors are competitive and there are enough choices. The committee will continue to monitor the situation.
- FJ Engine proposal (5118)

TECH BULLETINS

1. Stock: Per the SAC, the following correction is provided to the previously-published class change proposal (from the June Fastrack) (5025):
 - Move from DS to FS: Ford Mustang V6 (2011-2012)
2. Stock: Per the SAC, the following listing update is effective immediately upon publication:
 - FS
 - Ford Mustang GT (2010-2012)
3. Prepared: Per the PAC, the following updated listing for EP is effective immediately upon publication (4888):
 - Nissan & Datsun
 - 240SX (1989-98)
 - Alt engine: L20B with cyl head P/N 11041-N7120/22010 or 11041-V9182/U0600A
 - Hood may be modified for engine clearance.

This updated listing adds 1995-98 vehicles to the 240SX listing in EP.
4. F125: The following is added as a new 19.1.C.3 and a new 19.2.E.4:
 - “A ‘brake safety cable’ or redundant brake pedal connection is required in all Karts.” (5135)
5. F125/Safety: Add to 3.3.3 as follows: “For F125, chain guards are required on all engines.” Comment: this requirement already appears in 19.1.E.1. (4945)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | July 6, 2011

The RallyCross Board (RXB) met via conference call July 6. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, and Howard Duncan, Pego Mack 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: The RXB discussed an incident that occurred in Pennsylvania where a car hit a hay bale and was flipped onto its top. An incident report was properly submitted along with photos. As a result of this incident, hay bales should be considered solid objects and only placed 25 feet or more from the course.
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that the submission period has concluded and that the proposals received will be going to the Rules Committee to prepare a draft for the comment period beginning August 1. In summary, the changes requested are: 1) radiators in Prepared, 2) helmet rating update, 3) required catalytic converters required in Prepared, 4) allowance of scoops and wings in Prepared, 5) allowance of electric cars and biodiesel, 6) addition of a Modified Rear class, 7) allowance of sway bar link upgrades in Stock, 8) no allowance of sway bar changes in Stock, 9) rule for under the influence and medical marijuana, and 10) disallowing the running of Modified classes after sunset. There has also been discussion of posting for suggestions and ideas of what a "Street Modified" or "Tuner" class might look like in RallyCross.
3. National Championship Committee (Ken Cashion): A Committee meeting is pending.
4. Divisional Steward Liaison (Stephen Hyatt): Nothing to report as no Divisional Stewards meeting was held since the last RXB meeting.
5. Forum Activity (all): Not much forum activity since the National Championship site announcement.

Old Business

Growth Discussion:

1. Grassroots plan – Use a bottom-up approach infusing a spirit of growth at the Regional level in both existing and emerging programs.
2. Standards of measure – How is RallyCross being evaluated? The standard needs to reflect participation.
3. Public presence – Website cleanup, recruit writers, and branch out to other media.
4. Target market – What demographics are we trying to reach? The marketing campaign should reach beyond the existing membership.
5. School best practices – Develop a standardized, effective curriculum.

The RXB discussed at length the RallyCross Development Plan organized by Howard Duncan from previous RXB discussions. The following are the four strategies from the plan and the individual and Committees responsible for implementation:

1. Regional Program Development Assistance – Stephen Hyatt and Divisional RallyCross Stewards.
2. Rules Evolution for Relevance and Accessibility – Warren Elliott and the Rules Committee.
3. Marketing and Communications Plan – Ron Foley and the Marketing Committee
4. National Program Enhancements – Ken Cashion and the National Championship Committee.

New Business

Plan for Tulsa: A preliminary event is scheduled for July 31. The RXB will send a member to that event to evaluate the site in preparation for the National Championship event. Howard Duncan is working with the National office and the RXB to develop timing and scoring software and trip hose mechanisms for possible use with the National timing equipment. Brian Harmer is considering sending a representative from SCCA Technical Services to aide with safety and tech inspections.

Next meeting: August 3, 2011

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | June 23, 2011

The *RoadRally* Board (RRB) met via conference call on Thursday, June 23, 2011.

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

The May 2, 2011 RRB Minutes were approved. (Hanson/English)

Proceedings

1. Rally Liaison updates

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

2011 Rallies / Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

Arizona, Desert Sands, NC (Feb 26) - English

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

Pittsburgh, Steele Haul, NC (May 14) - 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

2012 Rallies

TBA, (Indianapolis June 28)

2. Vacant Positions

Discussion: Pego will post the RRB vacancy position(s) to the website and Fastrack.

3. Weekend Membership Data Update

Discussion: 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.)

Wakemen read Howard's response to Sasha's Weekend Membership suggestions.

English reported that she asked for the form that listed two names per car and SCCA did not have them, so she is using the form with one or single name listing (2 per car). Pego will contact Rick Meyers and see what is going on with printing the forms.

4. Rules Committee Report - English

Discussion: The 2011 RRR Book is still not out. The 2010 RRR's are still in effect. The 2011 RRR Book will be the 2012 RRR and hopefully be a hard copy. English has received the 2011 RRR from Dave Kolb, but has not had time to look at it yet. She will take it back to the Rules Committee for a final look. The 2011 RRR's will become the 2012 RRR's.

5. Website Update

Discussion: Pego reported that the new website will be coming up in August and RoadRally and RallyCross will be split out. It will be much simpler than the current sight.

Pego reported that she is having trouble posting things to the SCCA website and notified headquarters, who has switched servers besides. Pego needs flyer and hotel information to post for the USRRRC from English.

6. Mentoring Committee

Discussion: Hanson will have something for the board to review for the next meeting.

7. Concerns Tracker

Discussion: Wakemen will send out instructions again for the issue tracker website.

8. Arizona Regionals

Discussion: Currently there are 6 regional events calendared in a weekend. Pego will respond to the Arizona committee after commenting that the number of events-per-day is getting out of hand and bordering on unsportsmanlike conduct by the

rallymaster in providing opportunities for gaining lots of points for winning multiple events each day. Four is reasonable (two each day), but not six in two days.

9. Newsletter Report

Discussion: Ames still needs everyone's biography for future issues. Ames needs the latest Calendar from English also.

Old Business

Pego reported that the 2010 Award Certificates were finally mailed out.

New Business

Lanz reported that apparently CERs are no longer required for National rallies. Pego said that if this requirement has been dropped somehow, she will look into it. Lanz said there is some sentiment for requiring CERs on Regionals as well. It was pointed out that the current CER does not fit all the various Regional formats, so requiring it would be awkward. Lanz said that the current CER certainly does not fit GTA rallies at all, and he offered to provide a possible GTA CER which could be used.

Lanz noted a call for three separate RRR's, one for Course, Tour and GTA. The majority of the members disagreed, stating that it would be a mess and would be a nightmare to take care of it officially. Ames commented that maybe a pamphlet that describes what a Tour, Course, GTA is, may be needed, that would guide people through the current RRRs for each rally type. Hanson suggested maybe a hyperlink embedded in the master RRR's online that would send you to a specific section for GTA, Tour or Course. This hyperlink seemed acceptable to the Board. Hanson volunteered to research the software issues of making it happen in Adobe. Pego and Lanz to check into finding names to contact and will report back for the August meeting.

Pego asked for suggestions for the 2012 Convention. Rally Cross is asking for a 5 minute presentation to all the RE's at the Convention and Pego thought it would be good for Road Rally to do the same thing. The RE's that do not go to the convention will need to get an electronic copy of the presentation after the convention. This will have to be discussed with Rick Myers. Jim Wakemen volunteered to do that.

Next meeting

Monday, August 1, 2011 at 7:30 pm CST, via conference call.

Submitted by; Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | July 5, 2011

The *RoadRally* Board (RRB) met via conference call on Tuesday, July 5, 2011.

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

Proceedings

1. Arizona Regionals Clarification

June 23 RRB Discussion: Currently there are 6 regional events calendared in a weekend. Pego will respond to the Arizona committee after commenting that the number of events-per-day is getting out of hand and bordering on unsportsmanlike conduct by the rallymaster in providing opportunities for gaining lots of points for winning multiple events each day. Four is reasonable (two each day), but not six in two days.

Wakemen asked for a motion to be made to clarify the Arizona Rallies for the record.

Discussion: English reported that after the 2-National Course Rallies last March, the committee announced 2-Nationals in August.

Hanson reported that after the March rallies in Arizona, he had dinner with the Arizona Committee and discussed that they as organizers do not have the capacity to run 2 Nationals events. They were both on the committee for the March events and will be for the August event. One committee member does not have a Safety Steward license and had Tom Hill doing the safety checks. After the conversation, the Arizona committee backed down and asked to turn the 2 Nationals to 9 Regional events. That later turned into 11 by May. The SCCA calendar listed 11; 6 sanctioned regionals and 5 tentative regionals (no sanction paperwork received).

The June 6th RRB meeting was rescheduled to June 23rd. At that meeting, (see discussion above, item No. 8) we all agreed to

contact the Arizona committee and asked them to change the sanctioned 6 regionals to 4 regionals. Pego contacted the Arizona committee and they agreed to 4 regionals instead of 6.

A motion was made for the Arizona Committee to change from 6 Regional events to 4 regional events (Van Vleet/English). It passed.

English will change her calendar to reflect 4 regionals instead of 6. Pego will make sure the SCCA Calendar corresponds according.

A motion was made that more than 2 consecutive events in a single day, requires a RRB approval. (English/Van Vleet) Pego interjected, stating the BOD needs to approve this as a rule change. Pego instructed Deena to contact her if there was a request for 3 or more events in one day and would go to the RRB for approval. After further discussion, English removed the motion. All agreed.

Next meeting

Monday, August 1, 2011 at 7:30 pm CST, via conference call.

Submitted by; Lois Van Vleet, RRB Secretary

ROADRALLY MEMO

The RRB is looking for a Divisional Steward in the NorPac Division.
Anyone interested should contact rrb@scca.com.

The RRB will be needing new members come December. If you are interested in being on the RRB please send a rally resume to rrb@scca.com.

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>
2011 RallyCross National Championship home page: <http://www.scca.com/event.aspx?hub=2&event=18290>
2011 USRRC Home Page: <http://www.scca.com/event.aspx?hub=2&event=18291>

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>