

## BOARD OF DIRECTORS

### SCCA BOARD OF DIRECTORS MINUTES | August 15, 2011

SCCA Board of Directors met in Conference call Monday August 15, 2011. Present were the following SCCA Board members and SCCA Staff: Todd Butler, Philip Creighton, R.J. Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Dick Patullo, John Walsh, Jerry Wannarka (Chairman), Jeff Dahnert (President & CEO), Terry Ozment (VP, Club Racing) and Eric Prill (VP, Marketing & Communications).

The BoD met in Executive Session.

The following actions were voted on and for publication:

The Board voted to accept the CRB recommendation for a new Spec Miata National competition tire beginning 1/1/12. Regions are still free to choose alternate tires for Regional competition.

**MOTION:** Move to approve the following GCR change regarding the spec tire for Spec Miata **effective 1/1/12:**

#### 9.1.8.6 Wheels/Tires

##### c.1. National Competition

All cars shall use the P205/50ZR15 Hoosier "SM 6" Spec Miata Dry or the P205/50R15 Hoosier "H2O" Spec Miata Wet tires.

Approved by BoD

**MOTION:** Re-appoint David Nokes as Chair of the Stewards for a third year.

Approved by BoD

**MOTION:** Motion to appoint Joanne Jensen as the Executive Steward for Area 5 for the remainder of 2011.

Approved by BoD

### Board of Directors Comment on adding the four cycle engine in F500:

The CRB has recently requested member input on whether or not to include the four cycle motorcycle engine in Formula 500. Responses were to be sent to the CRB so they could develop a recommendation for the Board of Directors based on member input. However, many emails have been sent directly to the Board of Directors instead of the CRB. While it is the Board policy to generally respond to each email, the end destination for these emails is the CRB. Those sent to the Board have been forwarded to the CRB for inclusion in their response file."

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## CLUB RACING BOARD

**CLUB RACING BOARD MINUTES | August 2, 2011** The Club Racing Board met by teleconference on August 2, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Merideth and Richard Patulo, BoD liaisons; Jerry Wannarka, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Brian Harmer, Solo Technical Specialist. In addition to those items covered in Technical Bulletin 11-09, 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. #4266 (BoD) Clarify the use of the term "non ferrous"  
The term "non-ferrous" appears in only three places in the current GCR. One of these (9.1.1.A.1.g.10) is unambiguous. Another (9.1.D.7.d) is addressed in the proposed wording in letter #5636 (FF/FC). The third is addressed here.

In 9.4.5.A, clarify the last sentence as follows: "There shall be a plate of equal thickness on the inside of the monocoque with solid rivets or bolts (5/16" minimum bolt diameter) through the non-ferrous *metal and/or composite* material."

2. #5383 (CRB) Review 9.4.D Side protection rules  
Modify the last sentence of 9.4.D as follows: "The stock ~~side impact beam~~ and the outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules. *All categories except Production and GT shall not remove or modify stock side impact beams unless specifically authorized.*"
3. #5204 (CRB) Driver School waiver authority  
Add a new section to support an alternative Driver School program

#### *C.2.7.E.4 Alternative Drivers' Schools*

*At the request of the Divisional Chief Driving Instructor or Divisional Driver Licensing Administrator or with the approval of the Executive Steward, a Novice Permit holder may be offered an alternative path to an SCCA Regional competition license under the following conditions:*

- a. An SCCA sanctioned Drivers' School is unavailable because of timing or location.*
- b. The ground school / classroom component may be satisfied informally via telephone, email, or one-on-one meetings between the student and his designated Driving Instructor. The student must demonstrate knowledge of the GCR and the flags as used in SCCA Club Racing.*
- c. After successfully completing the ground school, the student must enter a track test day or SCCA sanctioned test day preceding an SCCA National or Regional race, during which his driving will be observed and evaluated by his Driving Instructor along with any other individuals the Instructor and the Chief Steward for the race may designate.*
- d. Driving Instructors for this program will be approved by the Division's Chief Driving Instructor or by the Divisional Driver Licensing Administrator.*
- e. The host region may charge a fee to cover costs associated with this type of school.*
- f. For students with significant recent on-track and/or competition experience or who have successfully completed an SCCA Drivers' School, upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may waive all Drivers' School requirements for the student.*
- g. For students without significant recent on-track and/or competition experience, the driving evaluation must include at least 60 minutes of on track activity. Upon recommendation of the Driving Instructor, the Chief Steward, the Divisional Chief Driving Instructor or the Divisional Driver Licensing Administrator may consider this school as the completion of only one of the two required Drivers' Schools.*

In 3.1.10.B, add at the end: "*A Novice Permit holder who is participating in an alternative drivers' school may participate in SCCA practice days in accordance with the provisions of C.2.7.E.4.*"

## GRAND TOURING

1. #5444 (Bill Gilcrease) Remove possible contradiction within the GT rules  
In 9.1.2.F.4.e.9, add at end: "Crankcase vacuum devices are prohibited, *but a conventional dry sump system is permitted.*"
2. #5499 (CRB) Correction to allow stock side impact removal  
In 9.1.2.D.8.j.2, add at the end: "*The stock side impact beams may be removed.*"

## PRODUCTION

1. #5497 (CRB) Stock Side impact removal correction  
In 9.1.5.E.9.a.6, add at the end: "*The stock side impact beams may be removed.*"

## SUPER TOURING

1. #5498 (CRB) Stock Side impact protection removal with NASCAR bars  
In 9.1.4.C.5, add at the end: "*The stock side impact beams may be removed when NASCAR style door bars are installed.*"
2. #5665 (Rob May) Require factory manuals for compliance checking  
In 9.1.4.G.1, insert a new third sentence: "*Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers.*"

## STU

1. #5713 (CRB) Increase displacement limit from 3.0L to 3.2L  
In 9.1.4.A, second and third paragraphs, change 3.0 to **3.2** (3 places).

## STL

1. #5641 (Greg Amy) Explicitly allow under 2L IT cars in STL  
In 9.1.4.B, modify the first sentence of the IT eligibility bullet as follows: "*Any GCR listed IT cars, 1985 and newer, under their current IT specifications may compete in STU. GCR listed IT cars of 2 liters and less engine displacement, 1985 and newer, may compete in STL under their current IT specifications.*"

## PRODUCTION

1. #5580 (Jesse Prather) Stock wing/spoiler  
Add a new section to 9.1.5.E.9.a as follows: "**16. Stock or aftermarket rear spoiler or wing not permitted.**"

## AMERICAN SEDAN

1. #4803 (Jeff Werth) Request alternate dog ring transmissions at a 50# penalty  
In 9.1.6.D.3.k, change as follows:

"k. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). ~~Forward gears must be helical cut with a minimum angle of 15 degrees.~~ Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) ~~are prohibited.~~ and ~~All-face-tooth engagement gearboxes (e.g., dog rings) are prohibited.~~ *permitted at a 125 lb penalty.*"

[Note: The timing of this rule change is closely aligned with plans to reduce weights on aluminum head engine Full Prep AS cars. The 125 lb weight penalty could be partially offset for those cars with aluminum head engines. In the near future, new weights will be developed for all Full Prep cars.]

2. #5496 (CRB) American Sedan Side Impact beams  
In 9.1.6.D.8.n, add at the end: "*The stock side impact beams may be removed when NASCAR style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.*"

Delete 9.1.6.D.9.a in its entirety. ~~Original door hinges and safety intrusion beam shall be retained. Doors may be pinned, not bolted, for safety.~~

3. #800 (John Blanchard) Review American Sedan rules  
The following is a rewritten version of the AS rules (effective 1/1/12). The great bulk of the changes are editorial in nature. Some changes remove no longer applicable language. Others are rewordings intended to make the language clear. There are some additions that document "common knowledge" that has not previously appeared in the rules. Sections that have no changes are omitted, but section numbers/letters are retained to show structure.

These specifications are part of the SCCA GCR and all automobiles shall conform with GCR Section 9.

### A. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in V-8 powered

automobiles, suitable for racing competition. To that end, cars will be those offered for sale in the United States. *Cars eligible for this class are listed at the end of 9.1.6.* They will be prepared to manufacturer's specifications except for modifications and alternate specifications permitted by these rules. The Club may alter or adjust certain specifications to equate competitive potential.

## B. INTENT

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed for the purpose of obtaining any competitive advantage. Cars need not be eligible for state licensure or registration.

## C. SPECIFICATIONS

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function. *Unless authorized in this rule set, alteration by tape, stickers, metal, or vinyl of an American Sedan car for the purposes of improving aerodynamics is prohibited.*
2. Cars are classified by make, model and engine displacement (see Section E.4., "Car Classification").
- 3.

## D. AUTHORIZED MODIFICATIONS

1. **Engine (additional specs., see Section F – Engine Build Sheets) (Full Preparation American Sedan Cars only unless otherwise noted)**
  - a. Induction System
    - 1.
    2. Only the approved carburetor (Holley #4776, 600cfm 4bll), ~~optional~~ insulator (Holley #108-12), ~~two gaskets~~ and manifold (Edelbrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars. *Two gaskets may be used, one on each side of the insulator.*
    3. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. *Any power* valves, metering blocks, and floats may be ~~altered or replaced~~ *used*. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). *Any* butterfly attach screws can be ~~modified or replaced~~ *used*. Carburetors may be modified to allow "four corner" idle adjustment.
    4. *Any* external throttle linkage to the carburetor may be ~~modified or changed from original~~ *used*. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
    - 5.
  - b. Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is ~~replaced~~ *removed*, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.
  - c.
  - d.
  - e.
  - f.
    - 1.
    - 2.
    3. Any *12 volt* battery may be used. The battery may be relocated as per GCR section 9.3 Batteries. Additional battery hold down devices may be used, and are strongly recommended.
  - g.
    1. Cam timing, timing chains, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. Timing belts and ~~timing gears~~ *gear driven timing systems* are prohibited unless fitted as original equipment.
    - 2.
    - 3.
    4. Rocker arms may be replaced with any rocker arm. Shaft mounted rocker arms are permitted ~~unless otherwise fitted as standard~~ using a minimum of eight shafts. Valve train stud girdles are allowed.
    - 5.
  - h.
  - i.
  - j.
  - k.
  - l.
  - m. Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used. A valve job will consist of 3 valve angles ("Valve Angles") only not including the Throat Cut angle. Each of these Valve Angles is open. The widths of the Valve Angles on the head and on the valve are open. The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head. *All valve cuts must be concentric with the valve stem.* Additional valve specifications are listed in Section F – Engine Build Sheets. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1.
  - n.
  - o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). ~~Engine gaskets are unrestricted. Engine drive belts and pulleys may be replaced with any non-tooth drive belt and~~

appropriate pulleys. Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function. Motor mounts are unrestricted. Engine must remain in the original, or approved location. This rule pertains to all cars, including restricted preparation.

p.  
q.  
r.

Any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs may be added. *Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys. Any power steering and/or alternator brackets may be used if they perform the same mounting function.*

## 2. Engine Cooling System

a.  
b.  
c.  
d.  
e.  
f.

~~Any~~ cooling fans may be removed or replaced *used. Cooling fans may be removed.* Electrically operated fans with manual or automatic actuation may be fitted.

Screens of 1/4 inch minimum mesh may be mounted in front of the radiator and/or oil cooler(s) and *must be* contained within the bodywork.

g.

## 3. Transmission/Final Drive

a.  
b.  
c.  
d.

~~No alteration to the stock transmission gear ratios is allowed.~~

~~Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s). *The driveshaft may be modified to fit alternate differentials and/or transmissions.* Factory driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction. Minimum driveshaft diameter shall be no smaller than stock.~~

e.d.

f.e.

~~Ford 9" rear axle is permitted in all cars *except Restricted Preparation cars.* Center section shall be of ferrous material.~~

h.g.

i.h.

j.i.

k.j.

l.k.

## 4. Suspension

### a. Ride Height

### b. Springs and Shock Absorbers

1. Springs of any origin may be used, provided they are of the same number and type as originally fitted and that they must be installed in the original location. Coil over springs and shocks are prohibited, unless fitted as original equipment.

2. Any shock absorbers may be used, provided they attach to the original mounting points *on the chassis.* The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment *from within the cockpit* while the car is in motion.

3.

4.

5.

### c. Suspension Control

### d. Suspension Mounting Points

1. Cars equipped with strut suspension may ~~decenter wheels~~ *adjust camber* by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plate.

2.

3.

4. One (1) ~~stay rod~~ *reinforcement bar* may be fitted between the upper front strut/shock towers. One (1) stay rod may be fitted between each front strut/shock tower and the firewall, ~~but no stay rod shall attach to any other front chassis, body, or engine location unless fitted as standard equipment.~~

5.

6. ~~R~~ *Any* rubber bump stops may be removed, modified, or replaced *used*, but their chassis mounts, brackets, etc., shall not be altered in any way. *Rubber bump stops may be removed.*

7.

8.

9. The use of offset steering rack bushings is permitted. ~~Any~~ *Any* tie rods and tie rod ends may be modified or replaced *used*. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

## 5. Brakes

a.

b. ~~Backing plates and dirt shields may be ventilated or removed. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. Brake drums shall not be modified other than for truing within manufacturer's specifications.~~

c. Any hub/rotor may be used within the following limitations:

1.

2.

- 3.
4. Rotor shall be of ferrous material, ~~vented~~. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.

- d.
- e. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). The *Any* pedal assembly, including the *throttle pedal*, clutch pedal, clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be modified or replaced *used*. The pedal assembly, and master cylinders, may be relocated. The *Any* brake booster may be modified, replaced or removed *used*. *The brake booster may be removed*. A brake-bias adjustment cable is permitted. A vacuum reservoir or booster may be added. Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation, and shall not serve any other purpose. ~~Two brackets or tubes, between the front roll cage cross tube, and the firewall may be added. These brackets or tubes must not serve any other purpose and are not considered roll cage attachment points.~~

f.

g.

- h. ~~The Club may permit alternate brake system components. Any such component shall be specifically authorized on the specification line for that vehicle.~~

ih.

- ji. Rear calipers: Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper *is permitted*.

## 6. Wheels/Tires

### 7. Body/Structure

- a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. ~~N~~*Any non-metallic inner fender liners may be removed, replaced, or altered used*. Engine compartment, *trunk, hatch*, and door rubber seals *or weatherstripping* may be removed.
- b. A front spoiler/air dam is permitted. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground. The spoiler/air dam shall be mounted to the body, and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs. It shall not cover the normal grille opening(s) at the front of the car. Openings are permitted for the purposes of ducting air to the brakes, cooler, and radiator. Front parking light assemblies may be removed for ducting of air. ~~Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour as the original lens.~~ Rear spoilers or wings shall be as originally fitted or as specifically authorized on the classification line for that vehicle. *Unless stated in a spec line, all bumper covers, bumper absorbing material, and metal bumper bars shall not be modified or removed.*
- d. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used. ~~Stock~~ *Any* hood hinges may be removed, modified, or replaced *used*. *Hood hinges may be removed*.
- e.
- f.
- g. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc.. Any body repair modification having as its purpose increased clearance is prohibited. ~~In those circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.~~
- h.

### 8. Driver/Passenger Compartment - Trunk

- a. The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. ~~Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings~~ *Any seat track/brackets may be used to mount the driver's seat* provided they perform no other function. All other seats may be removed.
- b.
- c. Gauges and instruments are unrestricted. The *Any* instrument panel may be modified or replaced *used*.
- d.
- e. ~~Rear seat back, rear seat bottom cushion(s), s~~ *Sun visors, seat belts and their attaching hardware and bracketry may be removed. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.*
- f.
- g. Complete removal of interior panels is allowed *in all or part*. ~~Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.~~
- h. *Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area. Door and rear hatch weather-stripping may be removed or replaced provided the modification serves no other purpose.*
- i.
- j.
- k. ~~Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.~~

- lk. *F* *The* frame or subframe shall be stock for body used. The front and rear subframes may be tied together (front to rear, without crossing the centerline of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125". These connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with

- the floor completely welded to this member.
- ~~ml.~~ Windshield defrosters are allowed as long as they serve no other purpose. ~~W~~ *Any* windshield wipers, motors, arms and brackets may be removed or replaced *used*. *Windshield wipers, motors, arms and brackets may be removed.*
  - ~~nm.~~ The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed. *The stock side impact beams may be removed when NASCAR-style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.*

## 9. Safety

- ~~a.~~ Original door hinges and safety intrusion beam shall be retained. ~~Doors may be pinned, not bolted, for safety.~~
- ~~ba.~~ Airbags/ passive restraint systems shall be removed.
- ~~eb.~~ Fuel cells are mandatory. Cell size is not restricted. It shall be located within twelve (12) inches of the original fuel tank location or behind the rear axle. Additional reinforcement may be added to support the fuel cell, ~~but such reinforcement shall not attach to the roll cage.~~ Floor pan may be modified for installation.
- ~~dc.~~ *Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour and plane as the original lens.* OEM light assemblies (i.e. fog lamps, driving lights, etc.) mounted on, *in* or below ~~(but not in)~~ the bumper shall be removed. Resulting holes may be used for the purpose of ducting air to the brakes, cooler and or radiator as permitted in D.7.b.
- ~~ed.~~
- ~~fe.~~

## E. CAR CLASSIFICATION

No automatic transmissions, turbochargers/ superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. ~~All components and/or assemblies utilized, except for engine block, shall originate on a vehicle of the body style and displacement classified or be authorized on the car's specification line.~~ NOTE: For competition in American Sedan 1993+ Chevrolet Camaros and Pontiac Firebirds shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. Ford Mustangs shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications *unless prepared to the Restricted Preparation rules.*

## F. ENGINE BUILD SHEETS

**No. of Cylinders:** V-8

**Bore (Max):** 4.040"

**Stroke (Max):** 3.500"

**Compression Ratio:** 10.30 Max.

**Piston to Deck Clr:** Not to exceed 0.013" above block deck surface (zero deck)

**Valve Lift:** 0.5000" Max. @ 0.0000" lash

**Head Casting #'s:** see spec lines

**Crankshaft Casting #'s:**

— GM: 3932442, 14088526, 14088835, 566607

— Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA

### Notes:

- ~~1.~~ Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.
- ~~2.~~ Crankshaft casting seam flash may be deburred.
- ~~3.~~ Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. ~~Blocks may be machined to accept four bolt bearing caps.~~

## BLOCK

**Crankshaft Housing Bore:** 2.4412-2.6416"

**Block Deck Height:**

GM: 9.0070-9.0430"

Ford: 8.1880-8.2240"

**Bore Spacing:**

GM: 4.4000"

Ford: 4.3800"

**Options:**

1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces
5. Block casting seam flash may be deburred.
6. Lifter bore sleeving is permitted.
7. ~~Cylinder bores may be sleeved.~~ A maximum of two cylinders may be sleeved.

## CONNECTING RODS

## CAMSHAFT

## CRANKSHAFT

**Main Journal Dia (Min):** 2.2182"

**Rod Journal Dia (Min):** 2.0690"

**Options:**

1. *Any commercially available steel crankshaft (cast or forged) which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.*
2. *Crankshaft casting seam flash may be deburred.*

3. *Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.*

1. ~~Crankshaft casting seam flash may be deburred.~~

## PISTON

## CYLINDER HEADS

## MISCELLANEOUS

## G. MEASUREMENT STANDARDS

### SHOWROOM STOCK

1. #5378 (Jason Isley) Allow tach  
In 9.1.7.E, add the following: "*35. It is permitted to add an aftermarket tachometer to any car that do not come with a factory tachometer.*"
2. #5716 (CRB) Remove 10 year car time out  
In 9.1.7.B, replace "~~Cars will be eligible for competition from the time they are classified until the end of the twelfth calendar year of competition of the latest model year listed on the specification line.~~" with "*Cars more than 5 model years old will not be classified.*"

### SSC

1. #5276 (Jim Ebben) Ford Focus: Allow redirection of the breather hose for  
In 9.1.7, SSC, Ford Focus SVT (02.5-04), Ford Focus ZX-3 (00-03) and Ford Focus ZX4 ST (05-06), add to Notes: "*Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.*"

### TOURING

1. #5378 (Jason Isley) Allow tach  
In 9.1.10.D.9.c, add the following: "*6. It is permitted to add an aftermarket tachometer to any car that do not come with a factory tachometer.*"
2. #5717 (CRB) Remove 10 year car time out  
Delete 9.1.10.C.4.b in its entirety: "~~Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.~~"  
  
In 9.1.10.C.3.a, add at the end: "*Cars more than 5 model years old will not be classified.*"

### T2

1. #5393 (Mark Wilson) Add M-6675-M50BR baffled oil pan to 2011+ Mustangs  
In 9.1.10, T2, Ford Mustang GT 5.0L 2011-12, add to Notes: "*Ford Racing oil pan #M-6675-M50BR permitted.*"

## CAR RECLASSIFICATIONS

(Effective 1/1/2012) Reclassify Honda Civic Del Sol Si (93-94) from EP to FP with the following specification corrections/changes:

Honda Civic Del Sol Si (93-97)

Displacement: *1590*

Head material: *Alum*

Notes: compression ratio ~~12.5:1~~ *12.0:1* , Valve lift limited to ~~.500"~~ *.450"*

## WHAT DO YOU THINK?

### IMPROVED TOURING

Member input is requested on whether an allowance should be made to permit disabling power steering assistance on IT cars, including allowing the fluid lines to be looped if desired.

## FORMULA

### FF

The following is a proposal for rewriting the Formula F (FF) and Formula Continental (FC) rules as a single specification. The FC rules are folded into the FF rules. The engine rules for both classes remain untouched. The chassis, bodywork and airfoil rules have been reorganized and clarified. There are some substantive changes in side impact protection and floor/undertray rules. Only headings for the FF and FC engine rules are included to show their placement in this revision. Note: there are some minor changes to and rewording of the FF rules as a result of combining them with the FC rules. Also, some text has been relocated; these are not indicated.



## D.1 FORMULA CONTINENTAL AND FORMULA F PREPARATION RULES

### Definitions

- a. **Formula F:** A formula for single-seat, *tubular frame, flat bottom*, open-wheel racing cars using standard Ford 1600 "crossflow" pushrod engines, or a Honda Fit 1500 (L15A7) overhead cam engine, with firewall, floor, and safety equipment conforming to the GCR.
- b. **Formula Continental:** A formula for single-seat, *tubular frame, flat bottom*, open-wheel racing cars using the Ford 2 liter single overhead camshaft "NE" series engine, the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine, or the Ford Zetec ZX-3 2 liter dual overhead camshaft engine.
- c. Formula F *and Formula Continental are* is a restricted classes. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T.
- d. Homologation is required for all cars registered after January 1, 1983.
- e. *All cars converted from one class to the other shall apply for homologation and comply with these rules.*

### D.2 General Construction Restrictions

NOTE: Contained herein are the 1986 Formula F chassis construction requirements (see D.7 and D.8), *revised January 1, 2012*. All new *Formula Continental and Formula F* cars are to be built to these specifications. *Any class-specific differences are stated explicitly. For cars registered prior to January 1, 1986, see section D.21.*

*The use of carbon fiber and/or Kevlar reinforcement, titanium, beryllium, metal matrix, ceramics, high strength composites and similar materials is prohibited unless specifically permitted. The use of the word "unrestricted" in any section does not indicate the allowance of these prohibited materials.*

*The use of non-metal materials for seals, bearing and bearing liners, thread locking systems, windscreens, mirrors, instruments, wiring, electronic systems, electrical systems, hydraulic and oil and cooling systems, etc, are permitted unless specifically restricted.*

Fuel Capacity: Maximum capacity 41 liters (10.83 gallons)

Refer to the *Formula F and Formula Continental Dimensions Table* for general dimensional limitations.

### D.7.3 Chassis/Frame

- a. The chassis/*frame and all bulkheads* shall be of steel *tube, bar and sheet* space-frame construction *only, and shall comply with GCR construction requirements*. Monocoque-type structures are prohibited.

The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position (i.e., pedals not depressed) and shall remain behind the front bulkhead (*per 9.4.5*). The lower main frame rails shall be a minimum of 25 centimeters (9.84 inches) apart (inside dimension) from the front bulkhead to the rear roll hoop.

Forward-facing braces that protect the driver's legs and feet shall extend from the front roll hoop to the front bulkhead (The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.) *This does not preclude a secondary forward bulkhead ahead of this "front" bulkhead). The front bulkhead may be constructed from aluminum plate.*

~~A stress bearing floor pan constructed from a minimum of .060 inch heat treated aluminum sheet or 18 gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch. The floor pan may be constructed in multiple sections.~~

~~The front bulkhead, forward roll hoop (dash hoop) bulkhead and main hoop bulkhead may also utilize stress-bearing panels. No other stress-bearing panels are allowed.~~

~~Stress-Bearing Panel Definition: Any sheet material that is attached to the frame by welding, bonding, riveting, threaded fasteners, or any combination thereof, the centers of which are located closer than 6 inches. *The distance between fasteners is measured on the surface of the panels.* No materials other than aluminum or sheet steel are allowed for use as stress-bearing panels. Stabilized materials (honeycomb) are not permitted as stress-bearing panels.~~

- b. *Further reinforcement of the frame structure shall be in accordance with the allowances specifically stated herein. No other methods of reinforcement are permitted.*
  1. *The chassis shall carry a mandatory load-bearing floorpan, and may incorporate optional load-bearing bulkhead panels (on the main and dash hoops, the front bulkhead immediately ahead of the drivers feet, and any secondary bulkhead located forward of the front bulkhead). The optional bulkhead panels may be attached in the same manner as the requirements set forth for the floorpan.*

*Load bearing panels are defined as panels attached in any fashion to the frame on less than six inch centers as measured along the surface of the panels.*
  2. *A metal floorpan shall be rigidly attached to the lower surface of the bottom frame rails. At a minimum, it shall extend from the rear main hoop bulkhead to the front bulkhead. Floorpan material is must be a minimum of .060 heat treated aluminum alloy and/or 18 gauge steel sheet only.*
  3. *The floorpan shall be, at the minimum, attached to the chassis lower rails at or adjacent to its full perimeter by*

any combination of welding, bonding, riveting, or bolting. The centers between any two adjacent fasteners shall be no more than 6 inches apart as measured along the panel surfaces. The floorpan may not “wrap up” on to the chassis sides to any point above the top surface of the lower main frame rails. Any “wrap-up” shall be included in the measurement in D.5.

4. The floorpan may be constructed in more than one section. For its entire length, the floorpan shall be parallel to the reference area described in D.5.

c. The area between the upper and lower main frame tubes from the front *instrument/dash* roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by *at least* one of the following methods to prevent the intrusion of objects into the cockpit. *Panels may extend to the forward most bulkhead, but must otherwise comply with these regulations.*

1. Panel(s), minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or 18 gauge steel, attached to the outside of the main frame tubes. ~~No other material types will be allowed for these panels.~~

2. Reinforced body, ~~at minimum,~~ consisting of *at least* two layers of 5 ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. (5 *or more* layers are highly recommended.)

For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

3. *Flat composite panels of uniform thickness and construction attached to the outside of the main frame tubes. Shaping of these panels to conform with the outer perimeter of the main frame tubes is permitted. Carbon fiber is permitted, however, it must be used in conjunction with another “anti-ballistic” type material (e.g., Kevlar, Zylon, etc). Such material shall be at least 1.5mm (.060 inches) in thickness not counting the carbon fiber.*

*Composite anti-intrusion panels shall be attached with no more than eight fasteners per side. Fasteners shall be AN or superior grade of not more than 0.25 inch diameter. Two flat or countersunk Mil Spec or SAE washers of no more than 1 inch diameter may be employed with each fastener. Ten fasteners per side are permitted if the panels extend to the front bulkhead.*

*Alternatively, FIA mounting is permitted as follows:*

*One panel shall be permitted per side. It shall be fastened to the frame at its extreme corners, the upper, lower, forward and rearward edge halfway between the corners, and halfway along each diagonal tube. The attachment should consist of an 8mm U-bolt and an aluminum plate 3mm thick, 20mm wide and 12mm longer than the U-bolt span.*

*Panel mounting must comply with one or the other above prescribed methods. It may not be a combination of the two.*

d. *No other exterior panels (excepting body work) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead.*

*Frame-exterior panels (including, but not limited to, body and anti-intrusion panels) and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed.*

*No panels or other components other than the required and optional load bearing panels may be attached to the chassis for structural purposes, except that the engine, bell housing/oil tank and gearbox are permitted to be stressed and/or load bearing.*

e. A firewall(s) that seals the drivers' compartment (cockpit) and the engine compartment is required. Forward facing ducts may be installed to delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver.

f. Brackets *are permitted for the exclusive purpose* of mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, ~~and body panels.~~ *They may shall be non-ferrous metal,* of any shape, and attached to the frame in any manner. *Composite and/or non-metal bellhousings are prohibited.*

g. *Brackets for the purpose of mounting or attaching bodywork may be of glass fiber or metal construction, and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted.*

h. *Instruments may be mounted in non-metal panels (e.g., composite, wood or plastic) securely affixed to the dash bulkhead.*

i. Impact Attenuators: See 9.4.5.G.

j. No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.

k. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit.

#### **D.84 Bodywork**

For the purposes of this section, bodywork includes all panels external to the chassis/frame and licked directly by the air stream. This includes panels above or below the floor pan, and the bottoms of any side pods.

- a. The bodywork opening giving access to the cockpit shall have the following minimum dimensions:

Length: 60cm (23.62 inches)  
Width: 45cm (17.72 inches)

This width extends over a length of 30cm (11.81 inches) minimum. This minimum rectangular opening may exist anywhere forward of the firewall. Forward-facing roll bar/cage bracing and padding will not be considered in these dimensions.

- b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended. *Bead seats are recommended.*
- c. Bodywork (~~including undertrays, floor pan,~~ *and rear spoiler(s)*) and any attached components except for suspension components shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than ~~100cm (39.37 inches)~~ *80cm (31.50 inches)* behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions. Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal ~~section~~ *plane. Allowances shall be made for radius of bodywork along primarily horizontal surfaces in this area. Undertrays and floorpans may extend laterally past cockpit sides, sidepods, and engine compartment enclosures, but only up to the 95cm (37.40 inches) maximum allowed width.*
- d. *Diffusers and undertrays shall not exceed a maximum width of 95 cm (37.40 inches). No part of the diffuser or undertray shall extend more than 80 cm (31.50 inches) behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board.*
- f. ~~Carbon fiber is not permitted in any external bodywork. Cockpit interior panels, internal ductwork, air intakes and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.~~
- e. *Bodywork shall be of aluminum or glass fiber construction and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted. All bodywork shall be attached to the chassis such that it is not capable of coming loose when the car is in operation.*
- f. *Cockpit interior panels may be constructed of glass fiber, carbon fiber, metal and Kevlar. Such panels shall be contained completely within the frame. Cockpit interior panels and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed. Bead seats are exempt from this rule and may extend beyond the inside edge of the frame tubes.*
- g. *Mirrors, interior air ducts for radiators and oil coolers and the required Zetec air scoop may be constructed of carbon fiber and/or other composites.*
- h. *Wings, endplates and their attachment(s) shall be of metal or glass fiber construction, and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted.*

#### **D.5 Control of Undersides Shaping**

It is the intent of these rules to minimize (not eliminate) the use of "ground effects".

- a. A reference area is defined

*Formula F:* by the full width of the lowest surfaces of the car licked by the air stream between the front axle centerline and the rear of the rear tires.

*Formula Continental:* by the full width of the lowest surfaces of the car licked by the air stream between the rear edge of the front tire and the front edge of the rear tires.

These surfaces may include the floor pan, undertrays, *diffusers*, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this reference area, the lowest surfaces licked by the air stream must be flat with a total vertical tolerance of 25.4mm. An undertray beneath the engine, bell housing and/or gearbox is not required.

1. Mirrors and any primarily vertical bodywork (e.g., cockpit/radiator sides *that are oriented 45 degrees or greater relative to the ground*) that extend laterally past the outer edges of the floor pan and/or undertrays are not subject to the reference area restrictions.
  2. Fairings for streamlining suspension pickups are not subject to the reference area restrictions; however, such fairings shall be symmetrical about their horizontal axis.
  3. *The perimeter of any reference area surface that transitions upward to any bodywork may use a maximum 1 inch radius and shall be included in the reference surface measurement.*
- b. Measurement for compliance of the defined area shall be performed as follows:
1. A non-flexible straight-edge bar shall be placed against the lower surface of the reference area in a suitable section (unworn and flat enough to prevent rocking of the bar) from which the bar can be oriented to measure all parts of the

reference area. The competitor shall be responsible for the availability *and condition* of such a surface. The bar shall be of sufficient length to reach all portions of the reference area from that surface.

2. All measurements shall be taken vertically from the bar to the reference area surfaces. The total maximum vertical distance (additive upward and downward) from the bar to any part of the reference area surfaces shall be 2.54 cm. Skid blocks and or rub strips are not included in this measurement.

c. No aerodynamic devices (e.g., skirts, body sides, skid “planks”, undertrays, skid blocks, etc.) may extend more than 1 cm (.394 inches) below the reference area.

#### **D.6 Aerodynamic Aids**

a. ~~For Formula Ford, a~~ A wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce.

b. Wings and other airfoil devices (“dive planes”, etc.), whose primary purpose are to create aerodynamic downforce, are prohibited *in Formula F*.

c. *Both front and rear wings/airfoils are a requirement for FC. See the Formula F and Formula Continental Dimensions Table. Cockpit or remote adjustment is not permitted; wings and airfoils shall be non-movable when the car is in operation.*

d. Any part of the car which that has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce.

e. Shaping of the lower surfaces to create “venturi” type tunnels is prohibited. An example of venturi tunnels is shown in the following figure.



f. It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. There shall be no forward facing gaps or openings in or about the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. All ducted air for heat exchangers shall pass through those heat exchangers.

g. *Primarily vertical (see D.5.a.1) air diverters greater than 30 inches forward of the main hoop (i.e. - “bargeboards”) that stand away from the cockpit sides and are attached to (or through) the cockpit sides, undertrays and/or sidepods shall be considered as creating forward facing gaps and shall be prohibited.*

h. *(Formula F only)* A single rear spoiler, that may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

i. *(Formula F only)* No part of the bodywork is allowed to have any down-turned fences or intermediate strakes. *Undertrays are allowed, but any portion within the reference area (D.5) must comply with the reference area measurement rules.* No bodywork below the horizontal centerline of the differential and to the rear of the rear tires may be wider than 16 inches.

j. *(FC only)* Diffuser undertrays, to the maximum allowed bodywork width are permitted, but any portion within the reference area (D.5) must comply with the reference area measurement rules

#### **D.97 Suspension**

Suspension is defined as the system of springs, shock absorbers, control arms, links, etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering components, etc., are not considered as suspension in this section.

a. All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings, bushings, spring caps, abutment nuts, shock absorber caps and nuts, *which may be of aluminum alloy*. Titanium, carbon fiber, *and other non-metallic composites are prohibited in any suspension component.*

b. Front and rear hub carriers shall be only steel, or aluminum *or magnesium* alloy for cars manufactured after January 1, 1983.

c. Springs shall be steel only.

d. Control arms and all associated items that attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit. *“Anti-Intrusion” bars are highly recommended on the front suspension arms.*

e. Shock absorbers: Design - unrestricted; casing material: steel or aluminum alloy.

f. Sway bars, sway bar links and steering components are unrestricted, except as specified in D.2.

*All components that are not defined as chassis/frame or suspension are unrestricted, unless otherwise restricted by these*

rules or the GCR. Titanium is prohibited. Carbon fiber is prohibited

- g. It is not permitted to attach spoilers, fairings or other devices that may exert downforce to the movable suspension members. If the suspension member is of streamline or airfoil cross section, it shall be symmetrical about its horizontal axis. Brake lines may be attached to suspension members. Brake lines may be enclosed in a symmetrical fairing.

#### **D.408 Brakes**

*Unrestricted, except:*

- a. *Maximum of 2 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. *Brake rotors are restricted to ferrous material.*

#### **D.9 Steering**

Unrestricted.

#### **D.4410 Wheels**

Wheels are unrestricted except that:

- a. ~~Material is unrestricted providing it is~~ *must be* metal.
- b. Diameter shall be thirteen (13) inches.
- c. Rim width:  
*Formula F:* shall not exceed 5.5 inches.  
*Formula Continental:* shall not exceed 6.0 inches front and 8.0 inches rear.
- d. *All measurements shall be taken between the beads.*

#### **D.11 Kent Engines**

*Formula F engines*

~~Three~~ *The only permitted* engines are allowed in Formula Ford:

- 1a. The Ford 1600 GT "Kent" pushrod "crossflow" as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.42.
- 2b. The Ford 1600 GT "Cortina" engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.23.
- 3c. The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit (all models starting 2009). The Honda Fit engine specifications are contained in D.34.

*Formula Continental Engines*

*The only permitted engines are:*

- a. The Ford 2 liter single overhead camshaft "NE" series engine or the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine. *The specifications are contained in D.5.*
- b. The Ford Zetec ZX3 2 liter dual overhead camshaft engine. *The specifications are contained in D.6.*

#### **D.12 Kent Engine**

#### **D.213 Cortina Engine**

#### **D.314 Honda Fit 1500 (L15A7) Engine**

#### **D.15. Ford NE series and Pinto Engines**

#### **D.16 Ford Zetec Engine**

#### **D.417 Transmission**

Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. *The change gear ratios are unrestricted.*

- a. The use of an automatic and/or sequentially shifted gearbox is prohibited.
- b. Electronic *and/or electro-mechanical* assisted gear change mechanisms are prohibited.
- c. Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).
- d. All change gears must be located in the case aft of the final drive.

#### **D.518 Final Drive**

Any final drive unit may be used except:

- a. Drive shall be to rear wheels only.
- b. The differential *shall be of standard "open" type* and cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.
- c. *Electronically controlled differentials are prohibited.*

#### **D.619 Clutch**

*Formula F*

The use of any single plate clutch is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel, and provided that it shall have an operable clutch system. Carbon Fiber clutches are not permitted.

*Formula Continental*

*See D.15 and D.16.*

#### **D.4220 Weight**

*Formula F*

Ford Cortina Engine: 1050 lbs.  
Ford Kent and Honda Fit Engines: 1100 lbs.

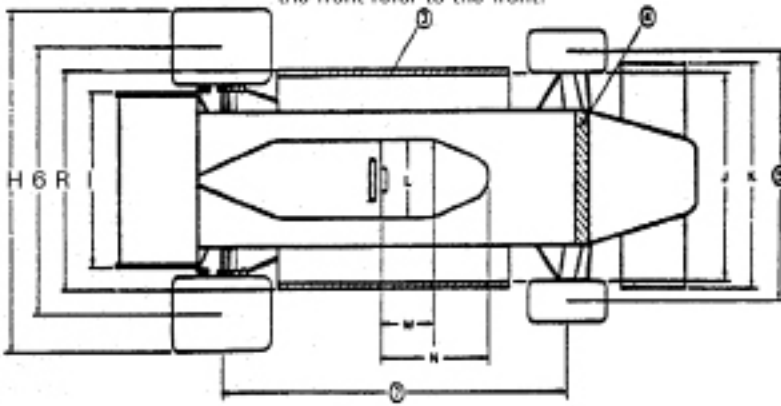
**Formula Continental**

Pinto Engine: 1200 lbs.  
Pinto with aluminum cylinder head: 1200 lbs.  
Zetec Engine: 1200 lbs.

Formula F and Formula Continental Dimensions Table	
Dimension (refer to drawing)	Measurement (cm)
A. Maximum rear overhang from rear wheel axis	80
B. Maximum front overhang from front wheel axis	100
C. Maximum height measured from the ground	90
D. Exhaust height measured from the ground	20-60
E. Maximum height of any aerodynamic device	Rim height
F. Minimum safety rollover bar height inline with driver's spine	92
G. Minimum allowed helmet clearance	5
H. Maximum width	185
I. Maximum rear aerofoil width (includes endplates) <i>(FC only)</i>	95
K. Maximum nose width	135
L. Minimum cockpit opening	45
M. Minimum cockpit parallel opening length	30
N. Minimum cockpit overall opening length	60
R. Maximum body width behind front wheels	95
S. Maximum exhaust length from rear wheel axis	80
7. Minimum wheelbase	200
5. Minimum track	120



Note: Dimensions shown at the rear refer to the rear while those shown at the front refer to the front.



- |                                   |                 |
|-----------------------------------|-----------------|
| 1. Safety roll-over bar.          | 5. Front track. |
| 2. Substantial support structure. | 6. Rear track.  |
| 3. Crushable structure.           | 7. Wheelbase    |
| 4. Substantial structure.         |                 |

Maximum height is measured with the driver aboard. Maximum height excludes safety rollover bar on which there is no maximum height.

#### **D.4321 Cars Registered Prior To 1/1/86**

The following specifications are for cars registered prior to January 1, 1986 and for Technical Inspection only. No cars are to be built to these specifications as of January 1, 1986.

[This section unchanged.]

#### **MEMBER ADVISORIES**

##### **SHOWROOM STOCK AND TOURING**

The CRB has considered the current state of the Showroom Stock and Touring category classes. Our plan for these classes is outlined here.

- We will ask the Board of Directors to approve removal of the 10 year car time out provision in both Showroom Stock and Touring (see letters #5716 and #5717 in Suggested Rules for Next Year).
- It appears now that T3 will not achieve sufficient National racing entries to be returned to National class status. For 2012, almost all T3 cars will be reclassified in T2 (a very small number may be reclassified in SSB). In most cases, restrictors will be removed and a new minimum weight will be set. Competitiveness cannot be guaranteed. The specific changes to each current T3 car will be published in the October Fastrack. Car owners have the option of running their cars in the Super Touring or Production categories with the appropriate modifications.
- For 2013, we plan to combine SSB and SSC and rename the resulting class as T3. Spec B cars (see 9.1.7.E.34) will form a new T4 class. Details of these new classes will be announced during 2012.

#### **NOT APPROVED BY THE CRB**

##### **GRAND TOURING**

###### **GT1**

1. #5493 (Mitch Poremba) Raise db sound level for GT1  
All cars must comply with sound control requirements.

###### **GT2**

1. #5389 (Michael Smellie) Reduce the weight of the RX-7 by 75 lbs.  
The 75 lb. weight penalty was applied because this specific body does not conform to the GTCS.

###### **GTL**

1. #5248 (Orin Leitner) Classify Dodge Colt  
The engine exceeds class maximum GTL displacement of 1.8L. Please supply specifications for the 4G52 1995cc engine as well as chassis specifications for classification in GT3.

##### **IMPROVED TOURING**

###### **ITA**

1. #5456 ( Brian Laughlin) Reverse cooling system flow in Miata?  
No aftermarket cooling devices are permitted.

## **PRODUCTION**

### **EP**

1. #5461 (Larry Svaton) Caterham engine - classify Duratech  
The engine choices are adequate for the car and parts are still available.

## **SUPER TOURING**

1. #5394 (Jason Berkeley) Eliminate IT, and SM cars from ST Classes  
Thank you for your input. These cars are within the category philosophy even if they are not fully developed.

## **STO**

1. #3855 (Kevin Patterson) Allow alternate intakes For Ford 5.4 engine cars  
Thank you for your input. Not within class philosophy.
2. #5436 (Thomas Kriner) Permit the use of c5r cylinder block  
Thank you for your letter. This request is not within the category philosophy.

## **STU**

1. #4872/#5660 (Ian Stewart/ Bill Steinhoff) Allow early 350z in class with 3.5L motor  
Thank you for your input. The displacement is over the current 3.0L threshold and the proposed 3.2L threshold for 2012.
2. #5483 (Scott Peterson) Remove requirements that are unnecessary for Club Racing  
Thank you for your input. Not within the philosophy of the class

## **AMERICAN SEDAN**

1. #5090 (Chris Brannon) Allow transmission and differential coolers for all cars  
For those Limited Prep cars that already permit them, their use will continue to be allowed.

## **SHOWROOM STOCK**

### **SSB**

1. #5454 (Tim Myers) Allow alternate, safer drive shaft for SSB Mustang  
Thank you for your letter. Alternate drive shafts are not within the category philosophy.

### **SSC**

1. #5413 (Mark McCaughey) Remove 50lbs from Celica GTS  
This car is competitive as classified.

## **SPEC MIATA**

1. #5328 (Harley Kaplan) Ref. Section 9.1.8 Section 7C  
We will continue to monitor situation with the 99-00 spoiler.

## **TOURING**

1. #5421 (Cheyne Daggett) Open Brakes  
Not within category philosophy.

## **T1**

1. #5241 (Chris Ingle) Before someone gets killed, reduce the weight of the standard LS3  
Thank you for your letter.
2. #5391 (Mike McGinley) Reduce weight of LS3 C6 to 3350  
Thank you for your letter.

## **T2**

1. #5472 (Chad Gilsinger) Parking Brake Removal  
Not within category philosophy.
2. #5473 (Chad Gilsinger) Rear Side Glass Removal  
Not within category philosophy.
3. #5474 (Chad Gilsinger) Rear Door Gutting  
Not within category philosophy.



4. #5475 (Chad Gilsinger) Removal of Rear Side Glass  
Not within category philosophy.

#### **PREVIOUSLY ADDRESSED**

##### **TOURING**

###### **T2**

1. #5250 (Jim Leithauser) Negative comp adjustment for Nissan  
Please see August Fastrack.

#### **NO ACTION REQUIRED**

##### **GCR**

1. #5259 (Allen Davis) Formula Car Helmet Clearance  
Head and neck restraints will become mandatory 1/1/2012. It is up to the car owner to meet the requirements for their use in conjunction with head rest requirements. This includes making necessary modifications to the car.
2. #5399/#5409/#5449 (Ron Leiferman/Mitch Schwartz/Jim Stinehelfer) Support for double National at MPH  
Thank you for your letter, however this is not a CRB responsibility.
3. #5408 (Jason Berkeley) Revise the current class structure in GT, T, SS, Prod, and IT  
Thank you for your letter. We will take your points under advisement for future planning.
4. #5549 (Matt Downing) Don't make H&N devices mandatory for all Club Racing classes  
Thank you for your letter. The BoD has reaffirmed the requirement for head and neck restraints in 2012.

#### **FORMULA**

##### **FC**

1. #4833/#5367 (Robert Wright/Dan Andersen) Rules change for side intrusion panels  
Please see letter #5636 in Suggested Rules for Next Year.

## **IMPROVED TOURING**

### **ITC**

1. #5398 (Jeff Janoska) Please reweight 84-86 CRX in accordance with The Process  
We will be evaluating ITC as a whole in the near future.

## **AMERICAN SEDAN**

1. #5035/#5036 (Ted Johnson) Do not allow dog ring gear boxes in A/S  
Thank you for your input. Please see letter 4803 in Suggested Rules for Next Year.

## **SPEC MIATA**

1. #5267 (Dave Wheeler) June sprints operational issues  
Thank you for your letter. The operations of events are not the responsibility of the CRB.
2. #5329 (Harley Kaplan) Ref. CRB 5155  
Thank you for your input.

## **SUPER TOURING**

1. #5365 (Alex Lombardi) Engine swap vw family engine into Porsche 944?  
Yes, this fits within the category philosophy.

## **STU**

1. #5397 (Edward Richter) VG30DETT Engine Swap  
The twin turbo engine would require you to compete in STO. The normally aspirated engine may be installed in STU.

## **SHOWROOM STOCK**

1. #5362 (Stan Czacki) SS-T Future  
We appreciate the thought you put into this letter. It will help us make better decisions in the future.
2. #5369 (Christopher Childs) Not in Favor of consolidating SS/Touring  
Thank you for your letter.
3. #5414 (Mark McCaughey) Possible SSC probation year  
Thank you for your letter. See Showroom Stock and Touring Member Advisory in these minutes.

## **TOURING**

1. #5450 (Chris Ingle) Define "competitive"...objectively...with numbers (seconds/lap)  
The term "competitive" is used to mean vehicle performance with potential parity in a class, without regard to driver ability.

## **T2**

1. #5471 (Chad Gilsinger) Rear diff cooler  
Coolers are open per 9.1.10.D.4.a.3.

## **T3**

1. #5301 (Jim Leithauser) BMW Z4 header  
We apologize for recommending a part that will not fit your engine.

## **RESUMES**

1. #4966 (Michael Sullivan) Resume Submission for Michael Sullivan  
Mr. Sullivan submitted his resume and has been appointed to the TSSAC.

# **CLUB RACING TECHNICAL BULLETIN**

**DATE:** August 20, 2011

**NUMBER:** TB 11-09

**FROM:** Club Racing Board

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

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

**All changes are effective 9/1/11 unless otherwise noted.**

## GCR

None.

## Formula

### FB

1. #5586 (CRB) Clarify engine preparation rule  
Clarify 9.1.1.H.4.B as follows: "Engine ~~internals and compression ratio~~ *components (including cylinder heads and blocks)* must remain stock, except as specifically permitted in these rules. *No material may be removed from any engine component, except as specifically permitted in these rules. Valve jobs are permitted, but the valve seat diameter must not be changed.* The competitor must present, on demand, an original factory manual for the *specific engine make, model and year* to allow compliance verification."

In addition, photos of critical areas in the GSXR-1000 head with a micrometer in place showing how measurements are to be taken will be added to the SCCA web site to assist tech inspectors in compliance checking. Similar photos and measurements will be added as necessary for other engines.

## Grand Touring

None.

## Improved Touring

None.

## Super Touring

1. #5206 (Greg Amy) Clarification Request for Alternate Body Panels  
Clarify 9.1.4.2.A.1 and 9.1.4.3.A.1 as follows: "All cars may replace the hood, hatch, and/or trunk/deck lid with nonmetallic composite parts. The OEM profile *appearance* shall be maintained on the part. All other body panels shall be OEM parts."
2. #5400 (Greg Amy) Re-wording, Ride Height  
In 9.1.4.F.5, change as follows: "~~Minimum ride height is 3.0 inches for STO, 4.0 inches for STU and 5.0 inches for STL. Ride height will be measured at the lowest point of the rocker panel, not including the pinch weld.~~"  
  
Add a new subsection to 9.1.4.1.D: "*5. Minimum ride height is 3.0 inches.*"  
  
Add a new subsection to 9.1.4.2: "*C. Chassis*" and re-letter subsequent subsections as necessary.  
  
Add a new subsection to 9.1.4.2.C: "*1. Minimum ride height is 4.0 inches.*"  
  
Add a new subsection to 9.1.4.3: "*C. Chassis*" and re-letter subsequent subsections as necessary.  
  
Add a new subsection to 9.1.4.3.C: "*1. Minimum ride height is 5.0 inches.*"
3. #5401 (Greg Amy) Re-wording - Dry Sumps  
Delete 9.1.4.J.4 in its entirety.  
  
Add a new subsection to 9.1.4.1.E: "*7. Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.*"  
  
Add a new subsection to 9.1.4.2.C: "*6. Dry sump systems are allowed. The dry-sump system is limited to 3 stages. It shall consist of 1 pressure stage and a maximum of 2 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 1 two-port scavenge stage, or a maximum of 2 single-port scavenge stages, such that oil is not being scavenged from more than a maximum of 2 locations.*"
4. #5402 (Greg Amy) Re-wording - Suspension Pickup Points  
Delete 9.1.4.N.2 in its entirety.  
  
Add a new subsection to 9.1.4.1: "*G. Suspension and Steering*" and re-letter subsequent subsections as necessary.  
  
Add to 9.1.4.1.G as follows:  
*1. Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch;*

*however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.*

*2. Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.*

*3. Alternate control arms permitted.”*

Add to 9.1.4.2.E as follows:

*3. Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.*

*4. Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.*

5. #5426 (Greg Amy) Rule Change - Correct Tire Rule

In 9.1.4.P.1, correct by removing superfluous wording as follows: ~~“Tires must conform to 9.3.45. Filing, buffing, or any other disguising of tire sidewall is prohibited. Chemical treatments, or any means to artificially enhance tire performance is prohibited.”~~

## STO

1. #5462 (Paul Fairchild) Classify Porsche 996TT and allow factory flares

In 9.1.4.1.I, add: *Porsche 996tt/3600/3265/(2) 32mm TIRs/ Notes: K24/K16 “hybrid” turbochargers permitted; The following alternate parts, or dimensionally identical replicas, may be used: rear bumper (ERP.996.211), left side flare (ERP.996.319), right side flare (ERP.996.320), left rocker panel (ERP.996.983), right rocker panel (ERP.996.984); or left front flare 997-503-301-9d, right front flare 997-503-302-9d, left rear flare 997-504-319-c, right rear flare 997-504-320-c.*

2. #5417 (Wade McBride) Classify Nissan GTR and permit GTR engine for 350Z

Effective 10/1/11, in 9.1.4.1.I, add to table: *Nissan GTR/3800/3520/(2) 35mm TIR/Must use OEM GTR twin turbo chargers*

Effective 10/1/11, in 9.1.4.1.I, add to table: *Nissan 350/370Z/3800/3520/(2) 35mm TIR/Must use OEM GTR twin turbo chargers*

3. #5418 (Wade McBride) Alternate motor for the 350Z

Effective 10/1/11, in 9.1.4.1.I, add: *Nissan 350/370Z/5600/3135///*

4. #5666 (Rob May) Correct restrictor plate for 996tt STO

In 9.1.4.1.I, Porsche 996TT, add restrictors (inadvertently omitted): *“(2) 40mm flat plate”*

## STU

1. #5481 (Greg Amy) Correct effective date of STU displacement limit

Effective immediately, in 9.1.4.A, second and third paragraphs, change 3-2 to **3.0** (3 places).

2. #5664 (CRB) Classify Spec M3

Effective 10/1/11, in 9.1.4.B, add a new bullet item as follows:

*“Rocky Mountain Division SpecM3 cars completely conforming to the 2011 rules may compete in STU. Competitors must have a copy of the 2011 rules in their possession.”*

## Production

### EP

1. #5640 (CRB) Add Zetec SVT cylinder head casting number to Lotus spec line.

In 9.1.5, EP, Lotus/Caterham 7 America, add to notes: *“Zetec SVT casting number: 2M5V-6F 093”.*

2. #5382 (John Bauer) Add the Zetec SVT engine to the Caterham Spec Line

Effective 8/1/11; In 9.1.5, EP, Lotus/Caterham 7 America, add to Engine type: *“and Ford Zetec SVT”.* Change the weights as follows: *“Zetec: 1460 Zetec SVT: 1560”.* Change the valve sizes as follows: *“Zetec: (I): 32.0mm (E): 28.0mm Zetec SVT: (I): 33.5mm (E): 28.0mm”.*

**FP**

1. #5479 (James Rogerson) Track Clarification  
Effective 10/1/11, in 9.1.5, FP, Acura Integra (90-93), correct track specifications as follows: ~~front/rear 61.7/61.7~~ *front/rear 62.3/62.3*
2. #5580 (Jesse Prather) Misc Honda changes  
Effective 10/1/11, in 9.1.5, FP, correct Honda Civic EX VTEC-SOHC (92-95) specifications: compression ratio from 12.5 to

12.0; valve lift from .500 to .450.

In 9.1.5, FP, correct Honda Civic Del Sol model to: Honda Civic Del Sol *VTEC (94-97)*

Effective 10/1/11, in 9.1.5, FP, Accura Integra 1600 (86-89), change specifications as follows: weight: 1940/\*1989/\*\*2037 *1950/1999/2048*; Compression ratio 40:0 to *12.0*; valve lift .390 to *.450*

## HP

1. #5479 (James Rogerson) Track Clarification

Effective 10/1/11, in 9.1.5, HP, Honda Civic/Si (84-87), correct track specifications as follows: front/rear 58.8/59.4 *front/rear 59.3/59.9*

## American Sedan

1. #5715 (CRB) Clean up spec lines

In 9.1.6, correct spec line Notes to remove allowances that are now open as follows:

In all Restricted Prep cars, delete "9.1.10.D;"

In Chevrolet/Pontiac Camaro & Firebird (93-02), delete "P/S bracket may be modified or replaced to accomodate the P/S pump;"

In Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86), delete "Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F)."

In Ford Mustang Incl. Cobra thru 95 (94-98) and Ford Mustang Incl. Cobra (99-04), delete "Any 1994, and up, Mustang vacuum assisted braking system shall be used."

In Chevrolet/Pontiac Camaro & Firebird (82-92), clarify cooling allowance as follows: "Camaro only: To aid cooling, the center of the grill opening (license plate area), *absorbing material, metal bumper in the resulting open area*, and bumper backing may be removed."

## Showroom Stock

None.

## Spec Miata

None.

## Sports Racing

None.

## Touring

### T1

1. #5455 (Carl Fung) 2011 GCR mistake/misprint

In 9.1.10, T1, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), in Brakes, correct "5% larger than 325/305;" to "5% larger than *340/330*;"

### T2

1. #5631 (CRB) Acura TL corrections

In 9.1.10, T2, Acura TL SH-AWD (2011-12), change model years to (2011-13); in Notes, change RF180180 to *RF200180* and change "The glass sunroof must be replaced with an aluminum *metal* panel; the panel must be at least 0.20 inch thick *the same thickness as the roof material*".

# CLUB RACING COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Tyler Walsh vs. SOM COA Ref. No. 11-10-CN

July 14, 2011

## FACTS IN BRIEF

One June 19, 2011, following Race 7 at the Road America June Sprints, Scott Rettich, driver of FE #17, protested Tyler Walsh, driver of FE# 03, for violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). Mr. Rettich alleged that during Lap 4 of the race, there was contact between his and Mr. Walsh's car at Turn 12 causing him to go off track with a broken

suspension and was unable to continue. The Stewards of the Meeting (SOM) Sarah Bonnier, Archie Bruce, Larry Dent and Fred Cummings, Chairman, conducted a hearing, upheld Mr. Rettich's protest, penalized Mr. Walsh one (1) lap finishing position, and assessed his competition license two (2) penalty points.

Mr. Walsh 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 and 14, 2011 to review, hear and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter and in-car video from Tyler Walsh, received June 29, 2011.
2. Official Observers Report and related documents, received June 30, 2011.
3. Emails from Fred Cummings, received July 7, 2011.
4. In-car video from Scott Rettich, received July 11, 2011.

## **FINDINGS**

Both the Walsh and Rettich videos clearly show Mr. Walsh to be the overtaking driver and as such, he was responsible for a safe execution of the pass. (GCR 6.11.1.D.) Mr. Walsh's video also shows that Mr. Walsh moved slightly to his left at the apex of Turn 12. Mr. Rettich's video shows that Mr. Rettich left racing room for Mr. Walsh on his right side. Mr. Walsh struck Mr. Rettich in the right rear wheel causing the incident.

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. Mr. Walsh's appeal is deemed 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**

**Bev Heilicher vs. Official Review Committee COA Ref. No. 11-12-CN**

**July 14, 2011**

## **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On March 1, 2011, Mike Engelke, Central Division Executive Steward, notified Ms. Bev Heilicher by letter that he had removed her Steward's license, effective from the date of his letter, until December 31, 2011. Mr. Engelke further informed Ms. Heilicher that as of December 31, 2011, she could request reinstatement of her license from any Division.

Following discussions between Ms. Heilicher, Mr. Engelke, Area 5 Director Bob Lybarger, and other SCCA officials, Mr. Engelke named and convened an Official Review Committee by means of authority granted him under 2011 SCCA General Competition Rules (GCR) Section 2.4. Mr. Engelke asked for decisions on the following questions:

Questions:

1. Does the Executive Steward have the authority to not renew, or suspend, a Steward's license?
2. Was Mike Engelke justified in the action he took early in March 2011 in suspending Ms. Heilicher's Steward License through December 31, 2011?

On June 23, 2011, the Official Review Committee consisting of Ken Patterson (Midwest Division Executive Steward), Gary Pitts (National Steward), and Tom Brown, Chairman, (Southwest Division Executive Steward) rendered the following:

Question (Point) 1: Based on the reference above, and the precedent set with the (*name redacted*) action, our conclusion to Point 1 is that the Executive Steward can, when the steward's actions warrant, suspend or not renew a Steward's license, and has the obligation to do so when the best interest of the Club may be compromised by the actions of a steward.

Question (Point) 2: It is the opinion of the Court (Official Review Committee) that Mr. Engelke is justified in this action.

Per 2011 SCCA GCR 2.4., Ms. Heilicher appealed the ruling.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met by conference call on July 7 and July 14, 2011 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Bev Heilicher received July 5, 2011.
2. Official Review Committee Report and Ruling received June 23, 2011.
3. Documentation assembled by the Official Review Committee received, 2011.
4. Ms. Heilicher's official electronic Membership and Licensing Information file provided to the COA by SCCA's Member and Region Services showing Ms. Heilicher's National Steward's License was renewed on November 10, 2010 for a one year period.
5. Email statement from David Nokes, Chairman of the Stewards, received July 13, 2-11.

## FINDINGS

This appeal was brought to the COA under the authority of 2011 SCCA GCR 2.4. The COA will confine its decision to determining if the decision by the Official Review Committee was in compliance with the GCR.

Ms. Heilicher cited four issues in her appeal:

1. The process was not well defined and not timely.
2. The reason for the review was ambiguous.
3. The penalty rendered by Mr. Engelke and affirmed by the Review Committee was ambiguous.
4. All three members of the Committee have potential conflicts of interest as defined and prohibited by 2011 SCCA GCR 2.2.4.A. and C.

Findings for each stated issue:

1. GCR 2.4. states the actions expected to be executed by the Official Review Committee and their authorities. The COA finds no issue with Mr. Engelke naming and convening an Official Review Committee.
2. GCR 2.4. states the Executive Steward may name and convene a committee to review an individual's conduct, car legality, competition record, and/or other matters. Mr. Engelke did not charge the Committee with reviewing Mr. Heilicher's conduct, but sought their approval of his conduct. The Court determined that this is a strained interpretation and misapplication of GCR 2.4.
3. The penalty imposed by Mr. Engelke in and of itself is not ambiguous, but it violates GCR 2.4. (Executive Steward's Driver or Official Review), GCR 2.5. (CRB's Official Review), and GCR 2.6. (Official's Downgrade or Loss of License).
  - a. Ms. Heilicher's official electronic membership and license information record clearly states she was a member in good standing and her Steward's license was renewed for a one year period on November 10, 2010.
  - b. GCR 2.6.2. references and authorizes the withholding of renewal approval. It is silent on who has the authority, but the COA will rest with the common understanding that the Divisional Executive Steward can exercise this authority over steward licenses. Mr. Engelke stated to the Official Review Committee that he had decided not to renew Ms. Heilicher's license, but his testimony is ambiguous as to when he reached that decision. The COA notes he did not take timely action to stop the renewal. It is unclear from his testimony why he did not act sooner. However, the Court has determined the rule as worded requires that action to deny renewal must be taken before renewal occurs. Action taken four months after a valid renewal constitutes a suspension or revocation, and construing it as a "denial of renewal" is a strained interpretation of GCR 2.6.2.
  - c. The GCR does not extend suspension authority to the Executive Steward. GCR 2.4. And 2.5. restricts suspension authority to an Official Review Committee and/or the Club Racing Board (CRB). In his letter to Ms. Heilicher, Mr. Engelke clearly stated he had "removed" her license. Removal is tantamount to suspension and/or revocation. His testimony and testimony by one other official that Ms. Heilicher was allowed to keep her license until they decided what action to take does not empower him to retroactively withhold approval. All officials holding authority to deny renewal are asked to fully review all relevant GCR Sections and to understand that failure to take timely action (that is, before the license is renewed) is not an acceptable excuse to retroactively remove a license.
  - d. Officials are also reminded that "licenses, including those for officials," are renewed for a one year period and that period may not coincide with the racing year (GCR 4.3.3.).
4. GCR 2.2.4. (Officials Conflict of Interest) does not specifically address an Official Review Committee, but the COA is of the opinion that GCR 2.2.4.C. is applicable.
  - a. In reviewing the documentation assembled by the Review Committee, the COA finds credible grounds to agree with Ms. Heilicher that at least two members of the Committee should not have participated. Mr. Engelke cited insubordination as a major reason for removing her license. According to Mr. Engelke, the insubordinate act occurred during a conversation he had with Ms. Heilicher at the 2010 Runoffs. The COA notes that one of the



Committee members appointed by Mr. Engelke was also an observer for him during the Runoffs conversation. Via an email dated May 18, 2011, that Committee member confirmed to the other two members that he did witness the conversation. Via email dated June 16, 2011, this same member provided first person testimony on his observations from the Runoffs meeting. Being both a witness for Mr. Engelke and an Official Review Committee decision maker is not acceptable under GCR 2.2.4.

- b. On June 2, 2011, Mr. Engelke sent a detailed email covering his actions, reasons, and justifications to various Executive Stewards, including the two he appointed to the Committee. He was seeking their guidance, support, and input. Mr. Engelke's action in sharing his actions and desires prior to naming a Committee has the appearance of improperly influencing the Committee's decision.
- c. The COA has great respect for both Executive Stewards serving on this Committee and knows they would not willfully breach the GCR. Also, from an exhaustive review of the documentation the COA notes the Committee used great effort to try and provide a fair and impartial review for Ms. Heilicher. However, the actions cited are sufficient to establish that the Official Review Committee was not in compliance with GCR 2.2.4.

Under 2011 SCCA GCR 2.4., Mr. Engelke retains the authority to name and convene a newly constituted Official Review Committee to review and rule on Ms. Heilicher's conduct. If he chooses to take this action, the COA respectfully suggests that he carefully select the Committee members to ensure there is no real or perceived conflict of interest.

## **DECISION**

The Court of Appeals overturns the decision of the Official Review Committee and Mr. Engelke's action to remove Ms. Heilicher's National Steward's license for the following reasons:

- The 2011 SCCA GCR does not give the Divisional Executive Steward the authority to suspend or revoke a license.
- The Executive Steward's act of naming a committee to rule on his decision is not in compliance with 2011 SCCA GCR 2.4.
- The Official Review Committee was not in compliance with 2011 SCCA GCR Section 2.2.4.

Ms. Heilicher's National Steward's License shall remain in effect. Ms. Heilicher's appeal is well founded and her appeal fee will be returned.

# **CLUB RACING COURT OF APPEALS**

## **JUDGEMENT OF THE COURT OF APPEALS**

**Edward Zabinski vs. SOM COA Ref. No. 11-13-NP**  
**July 21, 2011**

## **FACTS IN BRIEF**

During post-race Impound at the July 2, 2011 Oregon Region Portland Double National, the Chief Scrutineer, Rick Bahr, filed an Official Report stating that Spec Miata #26, driven by Ed Zabinski, was non-compliant with regard to the master switch; when the switch is opened the motor does not shut off but continues to run.

Chief Steward Don Smethers filed a Chief Steward's Action (CSA) disqualifying car #26 citing the master switch was not compliant per GCR 9.3.34. (Master Switch). Mr. Zabinski protested the action of the Chief Steward stating that when the switch is off, no circuits are hot, and the GCR does not provide a method for testing. Mr. Zabinski also stated that his protest would not be fairly addressed as the SOM were not impartial.

The Stewards of the Meeting (SOM), Gary Van Horn, Gail Fetterman and Gary Meeker, Chairman, conducted a hearing and disallowed the protest. They assigned no points to Mr. Zabinski's license and returned his protest fee. Mr. Zabinski was able to rewire the car and bring it into compliance for Sunday's race. However, he is appealing the decision of the SOM.

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Rick Mitchell, Jack Marr and Michael West, Chairman, met on July 14, 2011 and July 21, 2011 to review, hear and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Ed Zabinski, received July 11, 2011.
2. Official Observers Report and related documents, received July 12, 2011.
3. Email from Don Smethers, Chief Steward, received July 19, 2011.

## **FINDINGS**

Mr. Zabinski is appealing citing the following points:

1. SM #26 had an annual tech and meets the standard outlined in GCR 9.3.34.
2. The Chief of Tech, SOM and Chief Steward applied an unfair standard for testing and refused to test again using another method. Common practice and local customs cannot be imposed by individual officials when those customs and practices exceed the GCR requirements. That is why there are National rules.
3. The master switch wiring in SM #26, while uncommon, is as safe as or even safer than the letter of the rule requires.
4. This very same car would have been legal to run in the very same National group with no master switch at all if the letters on the rocker were SSB rather than SM. If this was so serious a safety issue as to warrant a DQ rather than a logbook note and further discussion, then no cars would be allowed on track without any master switch at all.

The COA finds that the annual tech has no bearing on the post-race inspection. The post-race inspection test did prove that the alternator/ignition circuit was still energized with the master switch off. That is, the engine continued to run until the fuel in the supply lines was exhausted. The GCR is specific in stating that the master switch "shall cut all electrical circuits". The safety of the method used to wire SM #26's master switch and the fact it is not an SSB are not questions for this Court, but for the Club Racing Board (CRB). The penalty issued by the Chief Steward is within his authority as granted by the 2011 GCR Section 5.12.2.C.

## **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Zabinski'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**

**Jeff Henderson vs. SOM COA Ref. No. 11-14-NE**

**August 4, 2011**

## **FACTS IN BRIEF**

At the John Stim Regional held at Lime Rock Park on July 2, 2011, Chief Steward Tom Campbell filed a Request for Action (RFA) to investigate if Jeff Henderson, car #23, jumped the start of the Group 6 (ITR, ITS, ITB) race. General Competition Rules (GCR) reference 6.5.1.J.3. was cited: "A car that improves its position relative to the field during the pace lap by moving forward, moving out of line, or passing before the green flag is displayed may be penalized for a false start".

The Stewards of the Meeting (SOM), John Deonarine, Johannes Krauss, Butch O'Connor, Jim Poor, and Kathy Barnes, Chairman, conducted a hearing, reviewed videos and heard witnesses. The SOM determined that Mr. Henderson had improved his position relative to other cars prior to the green flag by moving to his left when the pole position car moved right. Mr. Henderson was penalized 2 finishing positions overall which automatically added 2 penalty points to his competition license.

Mr. Henderson is appealing the decision of the SOM.

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on August 4, 2011 to review, hear and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter and video from Jeff Henderson, received July 11, 2011.
2. Official Observer's Report and related documents, received July 18, 2011.
3. Email from Kathy Barnes, Chairman SOM, received July 25, 2011.
4. Email from Peter Watson, Chief Starter, received July 22, 2011.
5. Email and video from Peter Roberts, Start Judge, dated July 22, 2011.
6. Email from Jack Hanifan, Tower Chief, received July 28, 2011.
7. Video from Nat Wentworth, Competitor, received August 3, 2011.
8. You Tube video from Steve Ulfelder, Competitor, received July 20, 2011.
9. You Tube video from Robert Theile, Competitor, received July 20, 2011.
10. Email from Adam White, SCCA Member and Director of the Lime Rock Park Store, received July 5, 2011.

## **FINDINGS**

In his appeal, Mr. Henderson states he did not move aggressively to the left and he did not gain any positions prior to the green flag. He states the Chief Starter and Start Judge were looking at the wrong car. Mr. Henderson said he thought that following the pole position car and starting within two feet from the grass was unsafe so he decided to stay with the field (normal spacing to his left) until the green flag was waved.

The videos show Mr. Henderson's car in the correct grid position (third) and his car was the car in question. Mr. Henderson did not follow the pole position car (was not directly behind it) and was not in line with the car immediately behind him. He was out of line at the start and in violation of GCR 6.5.1.J.3.

## **DECISION**

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

## TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC MINUTES | Aug. 10, 2011

The Time Trials Administrative Council met by teleconference on August 10, 2011. Participating were Matt Rowe, Co-Chairman, Tony Machi, Co-Chairman, Josh Hadler, Dave Deborde, Kent Carter, Chuck Deprow, Bob Horansky, Bob Lybarger, Phil Creighton, and Joe Oliveira. Also participating was Deanna Flanagan, SCCA Club Racing Manager.

- Feedback from the CRB has led the TTAC to add more concrete language to the Club Racing School credit proposal for Time Trial driving experience. The following addition to the GCR will be proposed to the CRB as an addition to the existing proposal:  
"Appendix C  
2.7.E  
5. The Chief Steward of an SCCA Drivers School or the Novice Permit holder's Divisional Licensing Chairman may waive all or part of the Drivers School requirements for SCCA Time Trials drivers with prior experience documented through a Time Trials Participation Log."
- The head and neck restraint Technical Bulletin published in the July Fastrack was discussed. The TTAC is satisfied with the clarity of this Technical Bulletin and will not be proposing any changes or additions to the TTR to further address head and neck restraints.
- An inquiry regarding minors as passengers during PDX events was discussed. The TTAC is in favor of allowing, with some limitations, minors as passengers at PDX events provided adherence to all of the existing TTR criteria for passengers. Currently, SOLO allows minors age 12 and older as passengers, and Club Racing allows those as young as 15 to obtain a competition license. The TTAC believes that a formal proposal should be researched and submitted regarding this topic. MOTION: To task the TTSC to formulate a proposal regarding minors as passengers in PDX events. Machi/Oliveira. PASSED, Unanimous.
- Time Trial competition license approvals were discussed. The main topic was the possibility for an allowance in the TTR that allows for additional approvers of Time Trial Competition Licenses in each Division. MOTION: To submit the following changes/additions to the TTR to the BOD for approval:  
"7.4.2. APPLICANTS WITH PRIOR RACING EXPERIENCE  
The TT Divisional Program Manager **or authorized designee appointed by the TT Divisional Program Manager** may waive all or part of the requirements for drivers with prior racing experience. Participants with a Regional Competition license, its equivalent, or higher, may use that license and do not need to obtain a Time Trials license. A valid Rally America license may be used in place of a TT Novice License; these drivers will retain novice status until obtaining a TT Competition License. All participants in Track Trials (Level 3) or Hillclimb (Level 4) events must have a current SCCA membership.  
7.5.3. APPLICANTS WITH PRIOR DOCUMENTED EXPERIENCE  
Participation requirements for issuance or renewal of a TT Competition License may be waived in total or in part only by the TT Divisional Program Manager, SCCA Club Racing Manager, **or authorized designee appointed by the TT Divisional Program Manager.**" Oliveira/Machi. PASSED, Unanimous.
- Procedures surrounding the driving of PDX student vehicles by their SCCA supplied instructors were discussed. In cases where an instructor is allowed by the PDX student to drive their vehicle, that vehicle is not considered an official event vehicle and is therefore not covered by SCCA insurance.

## SOLO MEMORANDUM

## **Overview of Proposed Changes to National/Divisional Program**

I have been asked by the SEB to provide the Solo Community with some background and context for the proposed rule changes regarding Divisional events, for while the number of changes is relatively small, they represent some fundamental changes to the Solo program. These changes are motivated by the following factors: the desire to support the current SCCA slogan of "Make it Easy, Make it Fun", a stagnant Divisional Solo program, a saturated Solo calendar, the current economic realities, and declining Regional Solo attendance.

For the last several years the SEB and the National Office have been working with the Divisional Solo Events Stewards (DSES) to expand and grow the Divisional Solo program as part of the overall National Solo program. A number of strategies and tactics have been employed (financial, promotional, operational), but when all was said and done, the outcome had not changed very much, if at all, with relation to turnout or member interest. In some cases, Divisions were only holding a Divisional Championship event in order for a relatively small number of entrants to meet the requirements of Section 4.2.C.2 without having to pay the waiver fee, even though the waiver fee would have been far cheaper to the participants than all the expenses associated with running this Divisional event. Additionally, these events were not particularly successful for the hosting Region and added to an already crowded calendar.

This rule (4.2.C.2) pre-dates all but a few of us in the sport today and upon review, it was determined that it no longer served the purpose it was originally designed to address. Over the years in an effort to give the DSES's the flexibility and tools needed to address their varying situations of geography, traditions, and organizational structure, the requirements for Divisional events were relaxed. As a result, the concept of Divisional events serving as a training event for novices planning to attend "Nationals" was diminished due to the wide ranging nature of the events in recent years. Additionally, the "training" for Nationals seems less necessary now due to improved communications between competitors and the resulting unofficial mentoring by the seasoned competitors. This reality caused all of us to question whether the rule was now merely serving as an unneeded bureaucratic hurdle and not in keeping with the slogan referenced above. The SEB believes that this is true and the rule is proposed to be dropped.

After addressing this basic topic, we returned to the issue of Divisional Solo events and whether they made the best use of the limited number of slots on the Solo calendar and serviced the Solo Community in the best manner. With Regional Solo attendance waning, it was decided that encouraging Inter-Regional Solo events would be the best course of action to build interest and enthusiasm by showcasing existing Region events without putting strain on a crowded Solo calendar. Some current examples of these kinds of programs would be the Great Lakes Solo Series, the Midwest Solo Series, and the Rocky Mountain Solo Series. Each of these programs are planned, administered, and reviewed through a cooperative effort of interested Regions. Such cooperative efforts could even extend across Division boundaries, if that was the desire of the interested Regions. The SCCA National Office will be investigating various ways that might be employed to encourage and support the formation of new Inter-Regional programs.

Therefore, the rules proposed in the SEB minutes will drop the requirement of a Division based program from the duties of the DSS. The DSS will continue to serve as a resource for Regions in their divisions in a variety of ways, but their role will be under review during 2012 for possible organizational changes in the future.

One brief side note on the topic of calendar saturation; as we develop the 2012 National Solo schedule we will be putting more priority on being sure that we are not inadvertently adding to scheduling challenges in a particular area by loading up too many events in too short a period of time. In fact, we expect that our overall number of events will not grow and we may even decrease the number by a small amount.

I hope this brief overview has been helpful in understanding the thought process behind the rules proposals elsewhere herein.

Howard Duncan, SCCA VP of Rally/Solo

## **SOLO EVENTS BOARD**

### **SOLO EVENTS BOARD MINUTES | July 27, 2011**

The Solo Events Board met by conference call July 27th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, Nancy Downing, Ryan Miles, and Brian Harmer of the National Staff; Solo Nationals co-chair Eric Clements; BOD members John Walsh and Bill Kephart. These minutes are presented in topical order rather than the order discussed.

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

Comments regarding items published herein should be directed via the website [www.sebscca.com](http://www.sebscca.com).

## SAFETY

- The following rule change proposal is submitted for member comment:
- Add in Section 3.1, under "Rollover Potential Guidelines
- "As an alternative to SSF, the U.S. Department of Transportation's Rollover Rating (per [www.safercar.gov](http://www.safercar.gov)) may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable." (4576)
- Effective immediately, add the following sentence to the end of Appendix H, Sec. A:  
"Every Solo event which has FJ drivers must have a licensed Youth Steward on the site and on duty at all times when FJ is competing." (ref #5368)

## TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- Compliance checks for Impound were discussed in further detail, particularly as regards checking OBDII and other ECU and emissions-related parameters.

## GENERAL

- Nominations are requested for the Divisional of the Year award. This award is listed in Appendix V of the Solo Rules.
- The SEB has decided to table the pending proposed changes to Section 4.9, and will be continuing to refine a proposal with a target implementation date of 1/1/2013. This does not affect the separate proposal to modify Section 11, as published in the June Fastrack.
- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- Regions are reminded that they are permitted to use different classing structures at Regional events. It is recommended that Regions permit cars meeting the Formula Hybrid specifications (<http://www.formula-hybrid.org/rules.php>) to run in the same class as FSAE cars (Solo Rules Section 18.5). (4987)
- A proposal is currently being evaluated which would provide an indexed Street Tire class for vehicles legal for the Stock category, at National Tour events in 2012. Member comments regarding such a proposal should be directed to Howard Duncan ([hduncan@scca.com](mailto:hduncan@scca.com)). (3327, 4656)
- The SEB has reviewed the following items, and thank these members for their input:
  - 4.9 comments (5039, 5055, 5087, 5156, 5257, 5278, 5279, 5280, 5346, 5396, 5485)

## DIVISIONAL PROGRAMS

- The SEB, pursuant to the topics covered in Howard Duncan's memo elsewhere herein, is providing the following package of rules change proposals for member comment.
  - Delete Sections I.2.B thru G which outline Divisional Solo Stewards responsibilities.
  - Add a new section to I.2:  
*"Administer Solo events between regions (Inter-Regional events). Inter-Regional events may include regions in different Divisions. Inter-Regional events will be conducted using the mandatory rules listed in Section 1.1."*
  - Delete the following--  
"4.2.C.2. Eligibility to enter the Solo National Championship is limited to persons having competed in either a Divisional Solo or a Solo National Tour event in the previous twelve months, current National Solo Champions, or event officials as listed in Section 5 of either a Divisional Solo or a Solo National Tour event conducted in the previous twelve months. A waiver of these eligibility requirements may be granted, upon showing of reasonable cause, by the SEB. All requests for waivers must be received in writing by the Solo Department by the date specified in the Supplementary Regulations and accompanied by a check or money order in an amount which is twice the current National Tour event entry fee, payable to SCCA. The fee will be held by the National Office and earmarked for Divisional Solo program use."
  - Delete references to Divisional Solo events in the following sections:  
I.1.4, I.6.2.F, 1.1, 1.3.2.D.4, 1.5.H, 3.1, 3.7.H, 4.1.B, 4.8.A, 5.1, 5.1.A, 5.3.C, 6.1, 6.8.D, 6.9, 7.7, 7.8, 7.10, 8.2.1, 8.4, 13, Appendix A pg. 159, Triad Award pg. 343
  - Delete the first sentence in 1.4.3 and Appendix E IV,
  - Delete 1.4.2, 7.2.2, 4.2.B
  - Rewrite 1.2.8 as follows:  
*1.2.8 Inter-Regional Solo Event*  
*An Inter-Regional Solo Event is primarily planned and administered by a DSS using the broad policy guidelines of the SEB with assistance from the SCCA Solo Department.*

## STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Camber Allowances comments (4899, 4961, 4991, 5012, 5024, 5045, 5069, 5070)
  - Street Tire comments (4832, 4953, 5219, 5300, 5339)

## STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Prelude move to FSP (4388)
  - Transmission mount proposal (4764)
  - RalliArt classing (4765)
  - SVT Focus FSP proposal (4766)
  - Mazda 323, Protégé, MX-3 (4767)

## STREET MODIFIED

- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Solid axle comments (5263)
  - SMF weights (5333, 5411)

## PREPARED

- Per the PAC, the following package of rules changes for Limited Prep vehicles is submitted for member comment, effective 1/1/2012. These changes are intended to be implemented in conjunction with the clarifications and subsection relocations shown below.
  - Remove "The driver's normal seated position may not be relocated." from Section 17.2.I (Appendix A, GP, Limited-Preparation, 2.E.4 of the 2011 rulebook).
  - Remove "The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical)." From Section 17.10.B.8 (Appendix A, GP, Limited-Preparation, 1.B.4 of the 2011 rulebook).
  - Remove "Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment." from Section 17.8.B.12 (Appendix A, GP, Limited-Preparation, 2.C.3 of the 2011 rulebook).
  - Remove "Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains." From Section 17.8.C.4 12 (Appendix A, GP, Limited-Preparation, 2.E.2 of the 2011 rulebook).
  - Add to the Limited Prep section of 17.8.B "*Camber & caster may be adjusted by shims or modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1 inch of the original location.* "
- Per the PAC, the following package of clarifications/relocations is intended to take effect as Tech Bulletins, if the above package of rule changes is approved. The Limited Prep allowances in GP are being integrated into Section 17. This integration serves two purposes. First, it makes the Limited Prep rules easier to read, and second, it will allow for the expansion of the Limited Prep concept into other classes within the Prepared category in the future. These changes are as follows:
  - Replace Appendix A, GP Limited-Preparation Vehicles preamble and sections 1 through 3 with:

"This list of vehicles and the allowances below was developed from limited preparation (Level 2) vehicles listed in the GCR under G Production and H Production. The goal is make these cars less expensive and easier to prepare, but allow them to be fully competitive with the cars currently in G Prepared.

The following vehicles are classed in GP with the Limited Prep Allowances per Section 17, and the specifications listed below.

Permitted optional carburetors for single carburetor cars are:

    - a. Weber 32 DGV/DGAV/DGEV
    - b. Weber 32/36 DGV/DGAV/DGEV
    - c. Weber 32/36 DFV/DFAV/DFEV
    - d. Weber 34 DAT/DATR/DATRA/DMTR
    - e. Holley-Weber 5200"

- Replace Section 17.2.1 with:
  - “1. The driver seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin. Driver’s seat must remain on the stock side of the car and may not cross the centerline of the car.

Full Prep Vehicles:

1. The seat may be relocated fore/aft by up to 12 inches based on the centerline of the original front and rear mounting points. Rear bulkhead of the driver/passenger compartment may not be removed to relocate seat and driver’s seat may not extend rearward past the bulkhead.

Limited Prep Vehicles:

2. The driver’s normal seated position may not be relocated.”

- Replace Section 17.5 with:

“17.5 SHOCK ABSORBERS & SPRINGS

- A. Bump stop rubbers and bracketry may be removed or replaced with others of unrestricted origin.
- B. Electrically controlled active shocks are prohibited.

Full Prep Vehicles:

- C. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.
- D. Alternately, all cars may fit “coil over” type springs with tubular, load bearing shock absorbers or struts. The shock absorber or MacPherson/Chapman strut shall be installed inside the spring. Such items shall not exceed one shock/strut per wheel. When load bearing shocks are used, the original springs may be removed.
- E. Any shock absorbers may be used. The total number of shock absorbers installed shall not exceed the number originally installed by the manufacturer.
- F. Attachment points for the shock absorbers may be changed. There shall be a metal panel, covering, or bulkhead separating non-stock rear attachment points from the driver.
- G. Lever shock absorbers may be modified or entirely eliminated. When lever shocks are replaced with tubular shocks, the entire shock assembly may be removed and replaced with a control link and bracket that approximates the control function of the original lever shock.

Limited Prep Vehicles:

- H. Any springs or torsion bars can be used, provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted, provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.
- I. Shock absorbers and struts are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.”

- Replace Section 17.6 with:

“17.6 BRAKES

Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

- A. Brake rotors/drums shall be located in the original position (i.e. inboard vs. outboard).
- B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.
- C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, control & proportioning valves, computers, and master cylinders are considered part of the ABS system and may be not altered nor relocated.



Limited Prep Vehicles:

- D. Stock calipers must be retained. Alternate discs and drums must be the stock diameter, width and design. Brake rotors shall not be cross drilled or slotted unless fitted as stock.
- E. Cars fitted with rear drum brakes can convert to rear disc brakes. When converting from rear drum brakes to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotor.”

- Replace Section 17.7.A with:

“17.7 ANTI-ROLL (SWAY) BARS

A. Anti-Roll Bars

- 1. Any anti roll bar, camber compensating device, panhard rod, watts linkage, and/or other suspension stabilizer is permitted. Attachment points of such components are unrestricted. Components may pass through body panels, chassis panels, and frame members.

Full Prep Vehicles:

- 2. Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

Limited Prep Vehicles:

- 3. Components and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock.”

- Replace Section 17.8.B with:

“B. Suspension Control

- 1. Original suspension control arms may be reinforced, modified, or replaced with components of unrestricted origin.
- 2. The manufacturer’s original basic type of rear suspension (e.g. independent, live axle, swing axle, MacPherson strut, A-arm, etc.) shall be retained, unless otherwise stated in Appendix A.
- 3. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.
- 4. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than +/- 1 inch.
- 5. The minimum track for all prepared cars is the OE track dimension. (Note: this minimum applies to cars utilizing Section 17.11.A to compete in Prepared.)

Full Prep Vehicles:

- 6. Suspension pick up points on the chassis or structure may be relocated. If such points are relocated, there shall be a metal panel, covering, or bulkhead separating the driver from the suspension components.
- 7. Vehicles originally equipped with MacPherson strut front suspension may convert to double A-arm. All other vehicles must retain the manufacturer’s system of front suspension. A-arm front suspension shall have the shocks attached outboard of the inner pickup point on the upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited, unless otherwise stated in Appendix A.
- 8. Rocker arms and push-pull rods may be used to augment the rear suspension members.

Limited Prep Vehicles:

- 9. Suspension pick up points on the chassis or subframe structure may be reinforced but may not be relocated. Allowed alternate bearings/bushings must contain the pivot point within the space occupied by the original bushing.
- 10. Vehicles equipped with MacPherson struts may slot the mounting holes or add additional adjustment plates provided that the center hole is not enlarged or relocated. The strut shaft must pass through the center hole. Mounting of adjustment plates is unrestricted.
- 11. All forms of suspension can adjust camber and caster by the use of shims.
- 12. Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment.”

- Replace Section 17.8.C with:

“C. Steering

1. For model years 1983 and later, a steering column, if modified, shall be a collapsible-type, either by layout design or by column construction. A collapsible type column is one which has a layout and design and/or column structure exhibiting impact and energy-absorbing characteristics, as exemplified by those found in modern factory-original steering systems. A steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is in compliance with this requirement.
2. Any steering wheel and wheel quick release mechanism may be used. Steering wheel rake and steering column length may be altered. Steering ‘quickeners’ may be added to the steering column.”

Full Prep Vehicles:

3. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power steering components may be added, removed or modified. The steering system may be relocated or changed.

Limited Prep Vehicles:

4. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power steering components may be added, removed or modified. Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains.”

- Modify Section 17.10.A.1 to read:

“A. Component Modification

1. Where allowed, original and alternate components of the engine may be lightened, balanced, and modified by any mechanical or chemical means, provided that it is always possible to identify required components as original. Such means include, but are not limited to, shot peening, glass beading, heat treatment or hardening, plating, and milling or otherwise tooling.”

Comment: The addition of the ‘Where allowed’ facilitates the limiting of head porting for Limited Prep vehicles in Section 17.10.G.

- Replace Section 17.10.B and D with:

“B. Induction System

1. Any air filter(s), velocity stack(s) and or air box(es) may be fitted. Air may be ducted to the carburetor or fuel injection provided that the ducting is contained within the engine compartment and that the air to be ducted is supplied through normal or specifically authorized openings in the bodywork. Headlight, front parking light, front signal light, and similar standard openings in the front of the car may be used for ducting air to the engine, and ducts may pass through interior panels for this purpose. “Standard openings in the front of the car” includes ventilation system intake grilles.
2. Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure. Any throttle pedal may be used.
3. All inducted air, with the exception of idle air, shall pass through the throttle venturi(s).

Full Prep Vehicles:

4. Unless specifically listed in Appendix A, carburetors and fuel injection systems are unrestricted
5. Intake manifolds are unrestricted except that no portion of any intake manifold may extend into the intake ports of the cylinder head or rotary engine end plate.

Limited Prep Vehicles:

6. All inducted air must pass through the venturi(s) of the carburetor(s) or throttle body and be subject to control by the throttle butterfly. All single-carbureted cars may fit a permitted optional carburetor per Appendix A. The stock or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.
7. Stock or permitted alternate carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate

the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25 inches. For the purpose of these rules an isolator is a spacer.

8. Fuel Injection: The stock throttle body must be retained and may not be modified. The number of injectors must remain stock. The mounting position and injection point must be stock. The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical). In all other respects the fuel injection system is unrestricted.
9. The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified.”

- Replace Section 17.10.G with:

“G. Cylinder Head

1. The original or a specified alternate cylinder head shall be used.
2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).

Full Prep Vehicles:

3. Cylinder heads may be modified per 17.10.A.1.
4. Any valve guides and valve seats may be used.

Limited Prep Vehicles:

5. Cylinder heads may be ported within 1” of the manifold mounting surface.
6. Fuel injection ports may be plugged if carburetors are utilized.
7. Machining is allowed to accommodate the installation of O-rings to replace or supplement a cylinder head gasket.
8. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.
9. Valve guide material is unrestricted, but must have stock external dimensions.”

- Replace Section 17.10.H with:

“H. Camshaft and Valve Gear

1. A timing chain/belt tensioner may be added to those engines not originally so equipped, provided that it acts upon that portion of the chain/belt that travels from the crank drive to the first cam sprocket/gear. The timing chain cover may be modified to facilitate its use. Adjustable cam timing sprockets are permitted.
2. Any metal valves may be used. Valve springs, valve retainers, keepers, seals, and adjusting shims are unrestricted.
3. Pushrods are unrestricted except they must be made of metal.
4. Any cam followers may be used.
5. Any valve covers may be used.

Full Prep Vehicles:

6. Cam timing chains, gears, belts, sprockets, and associated covers are unrestricted.
7. Any camshaft(s) may be used.
8. Valve sizes are unrestricted.
9. Valve rocker arms, shafts and attendant assemblies (such as rocker stud girdles) are unrestricted.

Limited Prep Vehicles:

10. Camshaft timing chains, gears, belts, and sprockets are unrestricted provided that they are of the same type, and outside diameter as fitted stock.
11. Camshafts are unrestricted except for lift limits described in Appendix A. Where maximum valve lift is

specified, valve lift is measured at the valve with zero lash or clearance.

12. Valve sizes are to remain as stock unless specifically allowed in Appendix A.

13. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, cam followers, rocker ratios and rocker/follower ratios must be stock."

- Replace Section 17.10.J with:

"J. Pistons and Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons shall be constructed of metal.

Full Prep Vehicles:

2. Alternate connecting rods made of ferrous material are permitted.

Limited Prep Vehicles:

3. Stock connecting rods are required, but can be lightened and balanced.

4. Connecting rod bolts and nuts are unrestricted."

- Replace Section 17.10.K with:

"K. Crank and Flywheel

1. The original direction of crankshaft rotation and firing order shall be maintained.

2. The use of any external crankshaft vibration dampener is permitted.

3. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.

Full Prep Vehicles:

4. The crankshaft may be replaced with another of the same basic material, provided the angles of the crank throws remain the same. No change in stroke is permitted unless authorized in Appendix A.

5. Any clutch is permitted.

6. Any steel or aluminum flywheel is permitted.

Limited Prep Vehicles:

7. Stock crankshafts are required. The Crankshaft can be lightened and balanced. Journal diameters can be a maximum undersize of 0.045" from stock diameter.

8. Any flywheel of stock diameter or larger can be used, provided it attaches to the standard or permitted alternate crankshaft at the stock location. Additional fasteners can be used. The diameter of the flywheel includes the diameter of the starter ring. Cars that are permitted a specific alternate transmission on the specification line can use a flywheel of stock diameter or larger for that alternate transmission.

9. Clutch assemblies, clutch linkage and release bearings are unrestricted. Carbon clutch components are prohibited."

- Replace Section 17.10.L with:

"L. Oiling System

1. The use of any oil pan/sump, scrapers, baffles, windage trays, oil pickup(s), pressure accumulator/"Accusump" and oil filter(s) is permitted. Filter and accumulator location is unrestricted, but they shall be securely mounted within the bodywork.

2. The installation of any type of vent or breather on the engine is permitted. Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.

Full Prep Vehicles:

3. Any engine driven oil pump may be used, including a dry sump system. The dry sump tank shall be mounted within the bodywork. If said tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or

leakage.

Limited Prep Vehicles:

4. Any engine driven oil pump can be used. Chassis components can be modified to allow installation of the oil pump. Dry sump systems are prohibited."

- Replace Section 17.10.Q with:

"Q. Transmission

1. The stock transmission without modification may be used.
2. Any mechanical shift linkage or mechanism for changing gears may be used, including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of an alternate shift linkage.

Full Prep Vehicles:

3. If a modified stock transmission, or a transmission from another source is used:
  - a. Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.
  - b. Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.
  - c. Pneumatic, hydraulic, or electronically-controlled shifting is not allowed for manual transmissions, except for electronically-controlled overdrive manual transmissions in cars which were originally equipped with them.
  - d. Gear ratios may be modified.
  - e. A functional reverse gear is not required.
  - f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.

Limited Prep Vehicles:

4. All transmissions must have a reverse gear that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver-operated device for locking out the reverse gear can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.
5. There is no weight penalty for the use of a stock transmission utilizing stock case, gear ratios and synchromesh style gear engagement. An alternate transmission that uses stock type, circular, beveled synchronizers, imposes a 2.5% weight penalty. An alternate transmission that uses a gear engagement mechanism different than stock type, circular, beveled synchronizers imposes a 5% weight penalty."

- Replace Section 17.10.R with:

"R. Final Drive

1. Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. All non-stock driveshafts must be made of metal.
2. Any gear ratio, limited slip or locked differential is permitted. Final drive units which permit ratio changes while the car is in motion are prohibited.
3. Any drive axle shafts, bearings, bearing carriers, hubs, and universal/ CV joints may be used.
4. "Loops" may be installed to prevent the driveshaft from contacting the ground in the event of shaft and/or U-joint failure.

Full Prep Vehicles:

5. Any axle tube or final drive housing is permitted.

Limited Prep Vehicles:

6. Substitution of the differential housing is only permitted on front engine/front drive or rear engine/rear drive cars through the use of an alternate transaxle."

- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:
  - Turbo restrictor comments (4734, 4761, 4769, 4812, 4879, 5270, 5274)

#### **MODIFIED**

- The MAC is reviewing the specifications of Formula Hybrid cars, which are based on FSAE cars, in order to determine the desirability and feasibility of a change proposal to permit FH cars to run with FSAE. (4987)
- The following items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input:
  - Legends Cars comments (4753)
  - B Modified Aero comments (4747, 5091)

#### **NOT RECOMMENDED**

- General, stalled car at start (5359) The EOC does not believe a rule change is necessary for this situation.
- Stock, Roush Mustang classification (4839). This package is not considered to meet the requirements of 13.0.
- Stock, aftermarket clutches (5431). The requested allowance is not believed to be consistent with category philosophy.
- SM, wiring allowances (4672). These changes are believed to be beyond the intent of the category.
- SM, heater core removal (4673). This allowance is not believed to be consistent with category philosophy.
- SM, bumper beam replacement (4922). The Street Modified rules already permit fitment changes.
- SM, subframe allowances (4999). The SMAC is not in favor of this change, which would allow suspension pickup points to be altered.

#### **TECH BULLETINS**

1. Stock: Per the SAC, the provisions of 13.9.A do not allow for modifications to the existing factory wiring harness or the addition of brackets for mounting alternate coils. (5420)
2. Stock: Per the SAC, the listing in Appendix A for the Mini Cooper S JCW refers to the John Cooper Works Edition of the Mini Cooper S as offered for sale by Mini USA and is considered a separate trim level. Option package conversions must be complete as defined in Section 13. Port Installed Options meeting the provisions of Section 12.4 are authorized. Section 13.5.A allows for alternate shock absorbers regardless of trim level. (5191, 5196)
3. Modified: Per the MAC, the first sentence of 18.1.B.1 is clarified to read as follows: "Respecting 18.1.F Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model." (4376)
4. Modified: Per the MAC, the following is added to 18.1.A.2: "c) A clone shall not benefit from kit car manufacturer 'running changes' unless those changes have also been submitted and approved." (4376)
5. Modified: Per the MAC, an electric vehicle which meets the requirements of Section 12.1, Section 18.4, the minimum weight of the A Modified class, and all applicable safety requirements is considered eligible and legal for A Modified. (4666)
6. Modified: Regions are reminded that they are permitted to use different classing structures at Regional events. It is recommended that Regions permit cars meeting the Formula Hybrid specifications (<http://www.formula-hybrid.org/rules.php>) to run in the same class as FSAE cars (Solo Rules Section 18.5). (4987)

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | August 3, 2011

The RallyCross Board (RXB) met via conference call August 3. Attending were Ken Cashion, Chairman, Tom Nelson, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler and Robin Langlotz of the BOD, Howard Duncan, Pego Mack and Brian Harmer from the National office, and Ron Foley from the RallyCross Marketing Committee.

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

### Committee Reports

1. RallyCross Safety Committee: Brent Blakely reported that no incident reports have been received or heard of by the Safety Committee.
2. RallyCross Rules Committee (Warren Elliott): The proposed rule changes have been posted at the forums. One overlooked proposal regarding adjustable shocks in Stock will be added and some of the language will be cleaned up for clarification purposes.
3. National Championship Committee (Ken Cashion): The Committee met and discussed the upcoming National Championship in Tulsa. Details below in old business.
4. Divisional Steward Liaison (Stephen Hyatt): Stephen Hyatt reported on a well-attended and lengthy Stewards meeting. Some of the concerns addressed included rules language defining a hay bale as a solid object, rules language for medical marijuana, and better communication between the Divisional RallyCross Stewards and the RXB.
5. Forum Activity (all): Forum activity has increased since the proposed rules changes were posted. Other thread activity has also increased.

### Old Business

1. Growth Discussion by committee based on tactics:
  - a. Regional Program Development Assistance (Stephen Hyatt):
    - *Create site acquisition materials and resources.* NER has a good packet that could be adapted for all Regions.
    - *Use Divisional Stewards to assist the expansion of RX to adjoining Regions of current programs.* Travel costs can be an impediment. The RXB should try to generate excitement at the Regional level with Convention presentations.
    - *Evolve implementation of common event standards and procedures/processes with the goal of improving event operations/expectations, while keeping things as simple as possible; Make it Easy, Make it Fun.* The National Supplemental Regulations is a good step towards this.
    - *Develop RX School program.* Some regions already have schools. Stephen Hyatt has developed a school outline.
  - b. Rules Evolvement for Relevance and Accessibility (Warren Elliott):
    - *Develop clear class category differentiation.*
    - *Consider new classes and categories (SM, MR, etc.) to create/sustain relevance and accessibility; look for untapped markets for entrants/cars.* Timeline change increases relevance and involvement from the RX community.
    - *Keep the rules simple and easy to understand; Make it Easy, Make it Fun.*
  - c. Marketing and Communications Plan (Ron Foley):
    - *Improve RX presence on SCCA website.* Presence in SportsCar needs to be improved. Bryan Tippens has volunteered to spearhead these efforts.
    - *Energetic/accurate program description.*
    - *Keep current; info, news, stories, etc.*
    - *Active forum.*
    - *Create and distribute "RX Promo Kit" similar to Solo kit.*
    - *Promote through social media and on relevant websites ("Dirty Impreza", etc.).*
    - *Develop Marketing/Sponsorship Plan; initial goal is title sponsor for National program.*
    - *Survey inactive RX participants.* Use email addresses to communicate with past participants.
    - *Leverage recent exposure of Euro-style RX.*
  - d. National Program Enhancements (Ken Cashion):
    - *Develop National Championship site plan (location/rotation).* Have a three-year rotation that is geographically centered.

- *Title sponsorship.* Local sponsors might be better with the current size of RallyCross.
  - *Define and implement a feasible/sustainable/desirable support program for the National Championship; fewer, more targeted and better equipped National Challenge events (4 to 6).* Would going to a Regional, Divisional, National approach work better? There is some question as to how well Divisional championships would work in all Divisions due to geographic and other challenges. There is also a question as to the eligibility for competition at Divisional events, i.e. events being open to competitors outside Divisional boundaries or not.
  - *Create standardized National rules, procedures, and supplemental regulations for Challenge events that are simple, practical, and easy to implement at the local level that can evolve over time as needed.* This is progressing well.
  - *Limit conflicting Regional events within 400 miles of a National Challenge event.* Possibility of restricting Regional events 14 days prior to the National Championship and 7 days prior to a Divisional event.
2. Report from Tulsa: Warren Elliott reported on his visit to the Tulsa event on July 31. He was pleased with the size of the usable land. It's large enough for two 60-second courses. The surface held up well and is not a car-breaker. Most amenities are close to the site and should be easily accessible by the attendees. A tent for the National Championship event will be necessary. Grid will be on paved area. The area is fenced which will lend to good crowd control and safety. The SCCA will provide the timing equipment (which will use timing hoses) and the staff to operate it. Warren Elliott suggested having written corner worker instructions included with the registration materials. Ken Cashion requested interim discussion on positions to complete an organizational chart by the next RXB meeting.

### **New Business**

1. Update on Detroit sanction process: The RXB is looking forward to a report from the Detroit Region's Divisional Steward with regard to improvements in safety practices and to ensure that all events have been free of incidents. Ken Cashion will call the Divisional Steward to get a report before issuing approval for future events.
2. Discussion of impact of inactive committee members and plan for improvement: There is a need to implement a plan for motivation or replacement of inactive committee members. Ken Cashion suggested having an assistant chairman for each committee to make transitions more efficient. Further discussion was tabled until the next RXB meeting.

Next meeting: September 7, 2011

Submitted by Karl Sealander, RXB Secretary



# ROADRALLY BOARD

**Sports Car Club of America**  
**RoadRally Board Minutes – Final**  
**Via Conference Call**  
**August 1, 2011**

The *RoadRally* Board (RRB) met via conference call on Monday, August 1, 2011.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Chuck Hanson, Eva Ames (partial attendance) and Lois Van Vleet. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was in partial attendance.

The June 23, 2011 RRB Minutes & July 5, 2011 RRB Addenda 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, A Course With No Name (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. Invitations for the USRRC**

Discussion: English will invite the three SCCA Marketing people. Jeff, Howard and Eric from SCCA will be invited. Cal Club members, Regional Board Members, Mike Lewis and the director from area 9 will be invited. English reported she has a couple of entries for the USRRC already.

### **3. RoadRally Board Statement of Policy for Multiple Regional Events - Hanson**

Discussion: Hanson emailed a written document on Multiple Regional Events Policy for the RRB to discuss. After a lengthy discussion on the last paragraph for the document, minor changes were made. Hanson will re-write it and send it out to the RRB members again to review. Also Pego will talk to Howard if this needs to be approved by the BOD. This was tabled until the next RRB meeting.

### **4. Weekend Membership Data Update**

Lanz got in touch with Rick Meyers and he is still working on it. The Weekend Membership Form was discussed again. Lanz will get in touch with Howard on the Weekend Membership issue again.

### **5. Rules Committee Report - English**

Discussion: English reported that the 2011 RRR Book as not been posted yet. English will check with the Rules Committee by Friday.

Discussion: Hanson has proposed a 3 year cycle rule. Example: 2012 RRR will be in effect for 2012 thru 2014. People can still post proposals to the forum and they will be discussed for the next cycle... 2015-17. The RRB will take all proposals into consideration but it will not take effect for 3 year or the next cycle. Further discussion included publishing an addenda to the RRR's each year if needed. This needs further discussion.

### **6. Website Update**

Discussion: Hopefully coming in August.

## 7. Mentoring Committee

Discussion: Hanson sent an email document to the RRB on what the Mentoring Committee is. It states:

### MENTORING COMMITTEE

Whereas the *RoadRally* Board wishes to provide assistance to individual Regions to establish and grow active Regional / National RoadRally programs. Therefore, said RRB establishes a "Mentoring Committee" to seek out qualified individuals to serve as "Mentors" to individual Regions. And to provide an RRB coordinator to match "Mentors" with Regions desiring assistance.

Any individual willing to volunteer to serve as a Mentor is invited to contact Chuck Hanson at [dtcgh@frontier.com](mailto:dtcgh@frontier.com)  
Any Region in need of assistance with their rally program is invited to contact Chuck Hanson at [dtcgh@frontier.com](mailto:dtcgh@frontier.com)

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A motion was made to approve the Mentoring Committee and Statement (Lanz/English). Motion passed. A motion was made to appoint Hanson as the first Chairman of the Mentoring Committee. (Lanz/English) Motion passed.

## 8. Concerns Tracker

Discussion: Wakemen reported trouble with it shutting down and the links not working. English reported she is having trouble logging into it. Lanz has posted items on the system and has no problem. Wakemen had trouble sending notes to Lanz. Wakemen will keep working on it.

## 9. Newsletter Report

Discussion: Ames still needs everyone's biography for future issues. Ames needs the latest Calendar from English also. Ames sent out an e-Blast two weeks ago. She asked Hanson for an article on the Mentoring Program/Committee and Lanz for the Tool Kit. Facebook has the posting of the USRRC. Other articles are needed for Sweep Car.

## 10. Tool Kit - Lanz

Lanz emailed a listing of items for the Tool Kit to the RRB Members after sending it to the Rules Committee for approval. The Tool Kit will be posted to the website. The new SCCA website is not up and running yet and Pego wants to hold off until the new website is up. But Pego agreed to post it to the old website if the new website is not up and running this month (August).

## Old Business

### Convention Items:

- Dropping the Game Show.
- Ask Mark for the Video to present.
- The Town Hall Meeting.
- English will do the Foot Rally again and should be included in everyone's Welcome Packet.

One application was received for the RRB Member vacancy – all applications should be submitted by the end of October.

2012 RRB Chairman and Secretary will have to be appointed also at the November RRB Meeting.

## New Business

SCCA Forum topics were discussed: Worker points. MRD's should go away. MRD's are for Course rallies and should be left alone and most felt they are not a serious issue.

Next meeting - Labor Day, September 5<sup>th</sup> will not work.

Tentative Monday, September 12, 2011 at 7:30 pm CST, via conference call.

Submitted by; Lois Van Vleet, RRB Secretary.

# RALLY MEMORANDUM

The RoadRally Board is looking for candidates for its board. Please submit resumes to [rrb@scca.com](mailto:rrb@scca.com).

The RoadRally Board is looking for candidates for the Norpac Divisional RoadRally Steward. Please submit resumes to [rrb@scca.com](mailto:rrb@scca.com).

The RallyCross Board is looking for candidates for its board. Please submit resumes to [rxb@scca.com](mailto:rxb@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>