

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 6, 2011

The Club Racing Board met by teleconference on September 6, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; 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 11-10, 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. #5127 (Marshall Mauney) Spec Fuel notification request
In 3.5.1, add a new item K and move current K to L as follows: "*K. The brand and general description of any required spec fuel (e.g., Sonoco 100 octane unleaded).*"
2. #5217 (Terry Ozment) Controlled Substances
Replace 2.3.1 B as follows: "~~No participant may use any narcotic or dangerous drug. A participant who uses a narcotic or dangerous drug during an event or on the grounds where an event is being held shall not participate; may be excluded from the event by the Chief Steward or his Chief of Specialty; may be removed from the grounds at the order of the Chief Steward; and may be penalized as specified in Section 7. For the purpose of this section, a narcotic or dangerous drug is defined by Federal law or by the law of the state where the event is being held.~~"

"The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other narcotics (including amphetamines, cocaine and opiates) that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Any participant who violates this prohibition
 - *shall not seek to participate in the event*
 - *may be excluded from the event by the Chief Steward or the Chief of an official's specialty*
 - *may be removed from the grounds by the order of the Chief Steward*
 - *may be penalized as provided in Section 7.**As a condition of continued participation and/or retention of any SCCA license, the participant may be required to submit to such testing procedures that may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case."*
3. #5218 (Terry Ozment) Minors from other organizations
In 3.1.5.C, add the following at the end: "*Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in Appendix C 2.5.*"
4. #5961 (CRB) Correct 3.9.2.E to agree with BoD Directive
Effective 10/1/11, correct 3.9.3.E as follows:

E. Invited Runoffs Classes

All National classes are invited to the Runoffs. If there are not at least 10 Runoffs entries in a given class, a National

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Champion will not be recognized in that class:

1. A class with a minimum of 10 qualified ~~cars~~ *drivers* entered *who have participated in at least one on track session in at the current year's* Runoffs will name a National Champion.
2. A class with fewer than 10 qualified ~~cars~~ *drivers* entered *who have participated in at least one on track session in at the current year's* Runoffs may race as a supplemental class, but will not name a National Champion.
3. Classes will be combined as needed to limit the number of race groups to 24 and no more than 2 classes will be combined into *for* any race group.

[Note: this correction is in accordance with the motion adopted by the Board of Directors in 2009.]

5. #6033 (CRB) Update Helmet Standards

In 9.3.20.C.2, change as follows: "Crash helmets approved by the Snell Foundation with Snell sticker ~~2000~~ *2005* or later Special Application (~~SA2000~~ *SA2005*) or SAH2010, or by the SFI with a SFI Sticker ~~31-1a for open-faced helmets and a SFI sticker 31-2a for closed-faced~~ (if purchased prior to 12/31/04); SFI 31.1 (if purchased after 1/1/05), or by the FIA standard 8860-2004 *or later*, or British Standards Institute BS6658-85 type A/FR."

FORMULA

F500

1. (Multiple) Allow 600cc Motorcycle Engines to compete in F500

The CRB thanks the many members who submitted input on this item. The CRB supports the concept of a class for a small formula car with a 600cc motorcycle engine, but not as a part of the existing F500 class. The CRB will recommend adoption of an F600 class based on F500 chassis construction rules using 600cc motorcycle engines. Initially, this would be a Regional only class that could become a National class by meeting the requirements of 9.1.13.C. The recommended rules will be those submitted in letter #5202 with 32mm individual intake port restrictors.

SPEC MX-5

1. #4518 (Michael Collins) Modify shock package

In 9.1.11.B.9.b, change as follows:

All cars must use the ~~MAZDASPEED~~ SPEC MX-5 coil over kit, *Mazdaspeed part number 0000-04-5250-B and the Anti-Roll Bar Kit, Mazdaspeed part number 5536.320*. Kits must be used in their entirety with no parts substituted or omitted. The following is a breakdown of components supplied in the kits: ~~SPEC MX-5 Kit~~

Part	Location	Part Number	Notes
Shocks	Front	F4-BE5-D175-HO <i>F4-BE5-D180-HO</i>	Bilstein Sealed Shock
	Rear	F4-BE5-D174-HO <i>F4-BE5-D179-HO</i>	Bilstein Sealed Shock
Springs	Front	Eibach #TBD <i>E4-FD1-Y805-A00</i>	400 lb/in Bilstein Spring
	Rear	Eibach #TBD <i>E4-FD1-Y412-A00</i>	350 lb/in Bilstein Spring
Anti-Roll Bars	Front and Rear	KIT 5536.320	Rear bar is adjustable. F: 25mm, R: 16mm
Helper Spring and Adapter Spring Perch	Front and Rear	0000-04-HLPR-EB	

CAR RECLASSIFICATIONS

See Member Advisory for T3 reclassifications.

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

DSR

Based on member input, the CRB withdraws the DSR weight rule proposed in letter #2786 (the matrix of weight vs. chassis area between the axles). The current DSR weight rules will remain unchanged.

T3

The CRB has assigned tentative reclassifications of T3 cars to T2 or SSB for 2012. There are some details to be determined (shown as TBD in the list below).

Reclassification of Current T3 Cars		
	Class	Specification Changes
BMW Z4 (3.0si Coupe (07-08))	T2	Change weight to 2900, optional wheel size to 18 x 9 (F & R), max tire size to 275/50, aftermarket cold-air box (part # tbd), max spring 600# (F & R)
Buick Regal (2011)	T2	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Chevrolet Cobalt SS (05-07) Super Charged	T2	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Chevrolet Cobalt SS (08-10) Turbo	T2	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Chevrolet HHR SS (2008)	T2	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Dodge SRT-4 (03-05)	T2	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Ford Mustang GT (01-04) incl. Bullitt (2001)	T2	Change car to V8 T2 specification. Note: in VIN, disregard the engine content code
Ford Mustang V6 (2011-2012)	T2	V6 or V8 engine permitted. For V6, max wheel size to 18 x 10, Max tire size: 295/35, optional rear end ratio to 3.73, change weight to 3460. The following parts are allowed: GT/CS Front Fascia Ford part #BR3Z-17626-AA, GT/CS Rear Fascia Ford part # AR3Z-17F828-AA, Rear Spring Kit: Ford part # M-5300-A, Brembo Brake Kit, Ford part # M-2300-S. For V8, must meet T2 Mustang 5.0 GT (2011-12) specifications and the VIN will be disregarded for this conversion. No mixing of parts; must declare in log book which engine is being used.
Honda S2000 (00-09)	T2	Change weight to 2775, remove restrictor, max optional wheel size to 18 x 9 (F/R), optional max tire size to 275/50 , add aftermarket cold-air intake (part # tbd), max spring rate 600#
Honda S2000 (06-09) and Honda S2000 CR (08-09)	T2	Change weight to 2775, remove restrictor, max optional wheel size to 18 x 9 (F/R), optional max tire size to 275/50 , add aftermarket cold-air intake (part # tbd), max spring rate 600#
Mazda Mazdaspeed3 (07-09)	T2	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Mazda Mazdaspeed3 (10-11)	T2	Change weight to 2900, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Mazda Mazdaspeed Miata (04-05)	T2	Change weight to 2950, remove restrictor, optional wheel size to 18 x 8 (F) 18 x 9 (Rear), optional tire size to 245/45
Mazda RX-8 (04-08) and Mazda RX-8 R3 (2009)	T2	Allow 9" wheel and max 275 width tires. Membership to advise additional items.
Mini Cooper S (2002-2006)	SSB	Change cars to SSB MINI COOPER S specifications

Mini Cooper S (2007-08)	SSB	Change cars to SSB MINI COOPER S specifications
Nissan Sentra SER Spec V (02-06)	SSB	Add weight (tbd#)
Nissan 350Z Track/Touring / Standard/Nismo (03-08)	T2	Already classified in T2
Saturn Ion Redline (2004-2007)	T2	Change weight to 2850, remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)
Subaru Impreza WRX (02-07)	T2	Same specifications as T2 Subaru Impreza WRX Sti (03-07)
Subaru WRX TR (06-07)	T2	Same specifications as T2 Subaru Impreza WRX Sti (03-07)
Volkswagen GTI, Jetta GLI (06-10)	T2	Change weight to 2900 (DSG or STD), remove restrictor, optional wheel size to 18 x 9 (F & R), max tire size to 255/50, optional rear sway bar max 40-45mm range (body and suspension mounting same as OEM), add aftermarket cold-air intake (part# tbd), max spring rate 500# (F) 700# (R)

The following cars currently classified in T3 will be declassified on 1/1/2013 unless a member request is made to retain them. Such a request will trigger a T2 or SSB reclassification.

Audi TT Quarto Coupe (03-05); BMW 325i Sedan (2006); BMW Z4 (03-05); Chevrolet Camaro (2010); Chrysler Crossfire Coupe (2004); Hyundai Genesis Coupe (2010); Lexus IS300; Lotus Elise (2005-2010); Lotus Exige (06); Mazda6s (03-07); Mitsubishi Lancer Ralliart (2009-2011); Pontiac G6 GTP Coupe (2006); Scion tC (2005); Subaru Legacy GT Sedan/Wagon (04-08) Spec B (08-09); Subaru Impreza WRX 5 door (02-07); WRX 5 door (02-07) WRX 5 door; Volkswagen Jetta TDI (2009)

Note: all cars currently classified in T3 are also eligible for STU

NOT APPROVED BY THE CRB

GCR

- #5272 (A.G. Robbins) Split Start Rules
After a thorough review and discussion by the GCR Advisory Committee it was determined that the current split start rules are adequate as written and give sufficient flexibility to the Chief Steward.
- #5769 (Bob Maples) On Board Fire Systems
Thank you for your letter. The current requirements are adequate for their purposes.

GRAND TOURING

- #5521 (Peter Zekert) GT Engine Borrowing Rule
The idea of a blanket rule allowing any classified engine to be used in any classified chassis is too radical to be entertained, but individual specific requests may be considered. Note that such engine swaps may raise issues for manufacturer contingency awards.

GTL

- #5489 (Bill Blust) Addition spec line
In late 2008 all F Production cars that were classified into GTLite were done so at their F Production weight + 50 lbs since F Production laps times were faster than GTLite and still are without GTLite upgrades. Please keep in mind that Runoffs results are not the only gauge used when classifying and/or making competition adjustments.

PRODUCTION

- #5775 (James Rogerson) Passenger side window net allowance
As proposed the net will not add to the safety of the driver and could be an impediment to safety worker access to the car.

EP

- #5778 (Eddy Cao) Allow LEV I prep Intake and TB. - Neon DOHC
The specifications for this care appear to be competitive.

HP

- #5628 (Keith Church) Allow FP Corolla brake package
The brake dimensions for this car a similar to cars of roughly equal weight and engine size in the class.

SHOWROOM STOCK

SSB

1. #5500 (Scott Ewing) Allow larger injectors
Not within class philosophy.

TOURING

T2

1. #5642 (Tony Rivera) Rim Width
This would require an increase for other T2 cars.

PREVIOUSLY ADDRESSED

GCR

(Multiple) Runoffs schedule inputs

Thank you for your letters. A revised schedule was issued on August 23rd.

NO ACTION REQUIRED

GCR

1. (Multiple) 2.5 car rule - remove or alter
Thank you for your letters. We will take into account your points in our discussions with the Board of Directors on this topic.
2. (Multiple) Support Medical Form age change
Thank you for your letter of support.
3. #5687 (Alex Talbot) A return to SCCA - Too many classes
Thank you for your letter. We will take into account your points in our discussions with the Board of Directors on this topic.
4. #5694 (Chris Bovis) Critical Management Issues
Thank you for your letter. We will take into account your points in our discussions with the Board of Directors on this topic.
5. #5760 (Dana Hullinger) Clarification of Fuel Cell requirements for unibody cars
The rule in Super Touring and Production is: "The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.)." The "frame rails, etc." part is satisfied in unibody cars by actual frame rails or other structures or subframes. Thus, if the stock fuel tank is in a protected area formed by such a structure, that is sufficient to meet the requirements of the rule.
6. #5783 (Fabian Okonski) Eliminate the national/regional designation.
Thank you for your letter. We will take into account your points in our discussions with the Board of Directors on this topic.
7. #5800/#5955 (Mark Edwards/Mark Edwards) head and neck restraint devices
The Board of Directors has confirmed the Head and Neck Restraint requirements for 2012.
8. #5992 (Kevin Coulter) Administrative bond for laboratory fuel testing
Any funds remaining after the laboratory fees are deducted may be returned to the region to cover associated expenses. Note that the need to hold final results and to delay trophy results are the same as those encountered in appeals of SOM decisions.
9. #6001 (Eric Heinrich) Support head and neck restraint requirement
Thank you for your support.

FORMULA

FB

1. (Multiple) 40lb penalty for assisted shifters
Thank you for your letters. The CRB will request the BoD approve the 40 lb penalty for electronically assisted shift systems.

SUPER TOURING

1. #5676 (Rob May) Roll cage rules for 2009 and previous World Challenge cars
VTS cage specifications for these cars meet GCR requirements. If cages have been modified in a way that they no longer meet the GCR specifications, they do not meet the VTS and are not eligible to run in ST.

TOURING

T2

1. #5488 (Matt Samojedny) Reduce the weight of E46 M3
Thank you for your letter. We will consider adjustments after the Runoffs

RESUMES

1. #4806 (Charles O'Toole) Resume for consideration of appointment to the ITAC
Mr. O'Toole has been appointed to the ITAC.
2. #4852 (Gary Learned) ITAC opening - Gary Learned Resume
Mr. Learned has been appointed to the ITAC.
3. #4864 (Matthew Green) Renewing interest in ITAC/STAC
We have filled the vacant positions on the ITAC but will keep your resume' on file for future consideration.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2011

NUMBER: TB 11-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/11 unless otherwise noted.

GCR

1. #5810 (CRB) Language for Required H&NR

Effective 1/1/12, in 9.3.20.C.2, replace "~~The use of a head and neck support system is highly recommended. As of 1/1/12, head and neck restraints meeting SFI 38.1 or FIA 8858 will be required.~~" with "**The use of a head and neck restraint system certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.**"

Formula

None.

Grand Touring

GT3

1. #5633 (Ron Wilcox) Classify SAAB Sonett III in GT3.

In 9.1.2, GT3, classify the Sonett III and 1698cc engine with the same specifications as in GTL, except Fuel Induction is Unrestricted and Weight is 1855.

GTL

1. #5634 (Ron Wilcox) GTCS correction

In 9.1.2, GTL, SAAB Sonnet, correct model name to "**Sonett V4**" and Years from "**NA**" to "**67-69**".

In 9.1.2, GTL, SAAB Sonnet III, correct model name to "**Sonett III**", and model Years from "**NA**" to "**70-74**".

In 9.1.2, GTL, SAAB engines, correct Bore (both engines) from "~~89.9~~" to "**90.0**" and Disp.(cc): from "~~1496~~" to "**1498**" and "~~1696~~" to "**1698**". [Rounding errors in inch to metric conversions.] Also, in Notes (both engines), change "**Intake**" to "**Alternate intake**".

Improved Touring

ITA

1. #5758 (Danny Doern) Correct 02-05 Honda Civic Si spec line

In 9.1.3, ITA, Honda Civic Si (2002-2005), correct bore x stroke from "~~82.5 x 86.4~~" to "**86.0 x 86.0**", valve size from "~~(I)36.5 (E)32.0~~" to "**(I)35.0, (E)30.0**", and compression ratio from "~~10.3~~" to "**9.8**".

ITB

1. #5178 (Chuck Baader) Errors and Omissions

In 9.1.3, ITB, Toyota Celica III 2.4 (83-85) and Toyota Celica III GTS (83-85), the Brake Sizes are reversed.

Super Touring

STU

1. #4856 (James Lucas) Cobalt corrections

In 9.1.4.2.I, Table A, change model from "~~Chevy Cobalt SC~~" to "**Chevrolet Cobalt /Cavalier (Super Charged)**" and weight from ~~2900~~ to **2650**.

Production

EP

1. #5667 (Kevin Ruck) Classify the 02-06 Acura RSX Type S in EP

In 9.1.5, EP, classify the Acura RSX Type S as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Acura RSX Type S (2002-2006)</i>	2	2250 * 2306 ** 2363	4 Cyl. DOHC	86.02 x 86.0	1998	Alum	Alum	(I) 35.15 (E) 30.15	Fuel Injection	101.2	58.3 / 58.3

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:

<i>Acura RSX Type S (2002-2006)</i>	<i>18 x 8</i>	<i>6</i>	<i>(F) 300x25 vented (R) 260x9 solid</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500".</i>
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2. #5668 (Kevin Ruck) Classify the 06-11 Honda Civic Si in EP
 In 9.1.5, EP, classify the Honda Civic Si (2006-2011) as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Honda Civic Si (2006-2011)</i>	<i>2</i>	<i>2300 * 2358 ** 2415</i>	<i>4 Cyl. DOHC</i>	<i>86.1 x 86.0</i>	<i>1998</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 35.0 (E) 30.0</i>	<i>Fuel injection</i>	<i>104.3</i>	<i>59.0 / 60.1</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Civic Si (2006-2011)</i>	<i>18 x 8</i>	<i>6</i>	<i>(F) 300x26 vented (R) 260x10 solid</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500".</i>

American Sedan

None.

Showroom Stock

1. #5752 (Alex Ratcliffe) Nissan Versa & Honda Fit in B-spec - clarify years allowed and engine specs

In 9.1.7, SSC, Nissan Versa 4-5 door (2010-2011):

Correct model years from (~~2010~~-2011) to (**2007**-2011)

Correct Displacement from ~~1600~~ to **1584**

Add to Bore x Stroke/Displacement: **84.0 x 81.1/1798**

Precede Gear Ratios with: "**1584:**"

Add to Gear Ratios: "**1798: 6 speed, ratios TBD**"

Change Weight from "~~2675~~" to "**1584: 2350; 1798: 2675**"

[Pre-2009 Honda Fit models are different from 2009-2011. No change will be made.]

2. (CRB) V6 Mustang drive shaft

Effective immediately, in 9.1.7, SSB, Ford Mustang V6 (05-10), add to Notes: "**An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation.**" [This confirms RM 11-08.]

Spec Miata

None.

Sports Racing

None.

Touring

T2

1. #5492/#5561 (John Bauer/ Brian Kleeman) Update model years for 370Z
 Effective immediately, in 9.1.10, T2, Nissan 370Z (09-10) / 370Z NISMO Edition (2010-), change model years from "09-10" to "**2009-11**" and "~~2010~~" to "**2009-2011**".
2. Effective immediately: T2, Chevrolet Camaro SS & Z-28 (98-02), add the following to the Notes: "**Strano Performance Camaro Track Package (Part #SP- 141, Spring Set (550# Front/150# Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted.**" [This confirms RM 11-09.]

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

J. R. Osborne vs. SOM COA Ref. No. 11-15-NP

August 24, 2011

FACTS IN BRIEF

Following the Group 1 race on May 29, 2011 at the J. Tom Masterson Memorial 31st Annual Double Rational Races held at Pacific Raceways, Nicholas Belling (FB # 6)) protested the fuel used by J. R. Osborne (FB # 83). Chief Steward Robert Grass accepted the protest, noted the time and date of filing, and referred the matter to the Stewards of the Meeting (SOM).

The Stewards of the Meeting (SOM) Skip Yocom and Gary Meeker, Chairman, conducted a hearing and obtained a fuel sample. The SOM did not render a decision at the event due to the requirement to send the fuel sample to SCCA for analysis. Following receipt of the fuel sample test results, the SOM ruled Mr. Osborne's fuel was non-compliant and imposed a penalty. Mr. Osborne appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Jack Marr 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 from J. R. Osborne, received July 14, 2011.
2. Official Observers Report and related documents, received July 14, 2011.
3. Email from Gary Meeker, Chairman SOM, received July 15, 2011.
4. Revised decision received August 12, 2011.

FINDINGS

Following receipt of the letter of appeal, Gary Meeker, Chairman SOM, advised the Court of Appeals that the SOM noted a procedural error in their actions. The COA also determined that an error had occurred and on August 4, 2011 returned the protest to the SOM for further deliberation. All parties were notified and informed the appeal was being held open pending the outcome of the SOM actions.

On August 8, 2011 the SOM issued a revised ruling and delivered it to all parties. All parties were given a 10-day period to seek further redress with the COA. No party came forward with any further request for appeal or appeal reopening.

DECISION

The Court of Appeals dismisses Mr. Osborne's appeal and returns it unheard. Mr. Osborne's appeal fee shall be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Joel Lipperini vs. SOM COA Ref. No. 11-16-NE

FACTS IN BRIEF

Following race 2 at the Laps to Conquer MS Pocono Sports Car Races held at Pocono International Raceway August 13, 2011, Diane O'Connor and Karen Petersen, Grid Officials, protested Joel Lipperini (SSC #81) for violation of 2011 SCCA General Competition Rules (GCR) 2.1.5. (Failure to follow the directions of an official) and 2.1.7. (Acting in an unsportsmanlike manner) for his actions on the grid just prior to the race. The Stewards of the Meeting (SOM) Joe Willer, George Bloeser, Kyle Disque, John Deonarine, and Timothy Meddaugh, Chairman, held a hearing, upheld the protest and penalized Mr. Lipperini with the loss of one finishing position in class and placed two (2) penalty points on his competition license. Mr. Lipperini appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 1, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Joel Lipperini received August 23, 2011.
2. Official Observer's Report and related documents received August 24, 2011.
3. Email testimony from John H. Deonarine, Jr. received August 25, 2011.
4. Email testimony from Diane O'Connor received August 25, 2011.
5. Email testimony from Kyle Disque received August 25, 2011.
6. Email testimony from Walter Huber, Chief Steward, received August 25, 2011.

FINDINGS

During the process of positioning cars on the grid for race group 2, Mr. Lipperini approached a car entering the grid and began aggressively discussing and yelling at the driver thus blocking the entrance to grid. A grid official asked Mr. Lipperini to cease his conversation and move so cars could enter the grid area. Mr. Lipperini ignored the request. A second request was made by another grid official whom Mr. Lipperini also ignored. The second official then touched Mr. Lipperini on the shoulder at which point he acknowledged the grid officials presence, ceased his loud and less than courteous conversation, and moved.

Following the race, the grid officials, after consultation with the Chief Steward, filed a protest. The SOM held a hearing on the matter in association with other actions involving Mr. Lipperini that occurred during the race. Mr. Lipperini was presented with the protest, given an opportunity to testify, and then subsequently penalized for his actions.

In his appeal Mr. Lipperini states the protest was not presented timely and he was not given an opportunity to obtain witnesses. The Court notes Mr. Lipperini did not submit any new evidence (testimony by the other witnesses that he asserts would have cast doubt upon the testimony obtained at the event) with his appeal. Mr. Lipperini also asserts he was not treated appropriately by another event official in a matter not related to this incident and that should be taken into consideration by the COA.

The COA finds the protest was filed and heard in a timely manner and handled properly. Mr. Lipperini could have requested more time to obtain witnesses at the event to support his position and he did not. Mr. Lipperini chose not to provide the purported testimony or any other new evidence to the COA.

Mr. Lipperini also chose not to take any action against the official who allegedly was not fully professional in his dealings with him. Since Mr. Lipperini took no action at the event, that is a closed matter and not subject to review by the COA.

DECISION

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

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Aug. 24, 2011

The Solo Events Board met by conference call August 24th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill and Brian Harmer of the National Staff; BOD member John Walsh. 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 1/1/2013

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

GENERAL

- Nominations are requested for the Divisional of the Year award. The description of this award is as follows: presented to the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor.
- 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.
- Nominations are open for the Rookie of the Year and Driver of the Year awards. Descriptions of these are as follows:
 - Rookie of the Year: presented for an outstanding performance at a first Solo National Championship by a driver with limited competition experience.
 - Driver of the Year: presented to the Solo driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - GTR move to SS comments (#4913)
 - GT3 move to SS comments (#5508)
 - Mustang V6 comment (#5520)
 - Sway bar allowance comments (#5209, 5220)
 - JCW Mini move to DS comments (#5260, 5298, 5430, 5466)
 - SS Cars addition comments (#5528, 5536, 5542, 5544, 5562, 5579)
 - AS comments (#5723)

STREET PREPARED

- Per the SPAC, the following class listing change proposal is published here for member comment (#5203):
 - Move from CSP to DSP:
Toyota Supra (1979-1981)
- Per the SPAC, the following rule change proposal is published here for member comment (#5371):
 - Add new 15.9.F as follows:
"F. A hole may be drilled in the firewall to permit passage of electrical wiring. It may be no larger than necessary and may serve no other purpose."
- Per the SPAC, the following group of class listing changes is proposed for member comment (#5440):
 - Replace the DSP Subaru Impreza 2.5 listing with:
Subaru Impreza (1993-2001) (all)
Subaru Impreza 2.5, NOC
 - Remove from FSP:
Subaru Impreza NOC
- The SPAC is submitting for member comment the following rule change proposal (#5441):
 - Change 15.10.AA to read:
"AA. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. *Timing covers or valve covers may be altered for pulley clearance or access to adjustment.* Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of "silent" chain)

may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered *except as mentioned above*. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).”

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - Focus SVT move (#5038, 5073, 5149, 5152)
 - SP re-org comments (#5275, 5360, 5361, 5406, 5423)

STREET MODIFIED

- The following rule change proposal has been recommended by the SMAC and is published here for member input (#5622):
 - Delete the following from 16.1.I: “*This does not permit removal of the remainder of the window washer system.*”
 - Also change the second sentence in 16.1.I as follows:

“Associated hardware including latches, hinges, *window washer nozzles and window washer reservoirs* may be modified, removed or replaced.”

MODIFIED

- The MAC is seeking input on possible modifications to the forced induction displacement modifier of 18.C. Potential changes could include increasing the value, or changing the displacement adjustment to be one of addition rather than multiplication, as used in the SM category. (#5348)

KART

- The KAC is seeking feedback on potentially switching FJA/FJB to a spec engine. This engine would be the Briggs & Stratton World Formula as they are configured now in their respective classes. This would be phased in by a sunset rule making all current engines legal until 2016 at which point on the World Formula would be the only engine allowed. The committee is also looking for feedback on the exact year for the “sunset rule” implementation. (#5442)

NOT RECOMMENDED

- General, roll bar bracing (#5776) The current rule is sufficient for the solo program and easily applied in the field at the events.
- Stock, alternate clutch proposal (#5431) This change is not believed to be consistent with category philosophy.
- Stock, control arm bushing proposal (#5678) This change is not believed to be consistent with category philosophy.
- ST, pedal kit (#5350) This change is not seen as consistent with ST preparation philosophy.
- ST, axle spacer (#5550) This change is not seen as consistent with ST preparation philosophy.
- ST, aftermarket LSD, STR (#5552) This takeback is not believed to be necessary.
- SP, alternate water pump (#4779) This change is not viewed as being consistent with SP category philosophy.
- SP, master cylinder allowance (#4873) This change is not viewed as being consistent with SP category philosophy.
- SP, final drive allowance (#5062) This change is not viewed as being consistent with SP category philosophy.
- SP, Mazda Protégé reclass (#5352) The SPAC believes this change would increase the competitive level of FSP, and does not believe the change is necessary at this time.
- SP, VW listing lines (#5706) The SPAC believes this change would increase the competitive level of FSP, and does not believe the change is necessary at this time.
- Formula Junior, clone motor proposal (#5656) At this time the KAC feels the prospect of a spec engine, at least for national competition, is perhaps a better option at this time. The committee will keep this engine package in mind for regional use only in the near future, pending feedback on the spec engine. The KAC appreciates the research conducted by this member.

TECH BULLETINS

1. Stock: Per the SAC, 13.10.G is clarified as follows (#5719):

“G. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the *function of the PCV* system is not altered.”
2. Stock: Per the SAC, the Brey-Krause R-1115 harness bar is considered to be a truss-type harness bar. (#5429)
3. Stock: Per the SAC, the following listings from Appendix A are clarified as shown (#5425):

GS

Change “Volkswagen Passat (V6)(2002-2008)” to “Volkswagen Passat (V6)(all)”

Delete "Volkswagen Passat (V6, AWD)"

Note: The intent of this listing was to classify all V6 Passats in GS.

4. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC (#4808):

ASP

Lamborghini Gallardo (2003-2011)(all)

Note: if the proposed SP reorganization is approved, this car will be listed in SSP.

5. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC (#5128):

FSP

Chevrolet S10 (1994-2004)

6. Street Prepared: Per the SPAC, in the case of the RX8 changes to the PPF (power plant frame) can only be accomplished via update/backdate. A lightened/lightweight PPF would not be compliant. (#5150)

7. Street Prepared: The SPAC believes that the update/backdate allowance is sufficiently clear as written. Two cars from different generations which are listed on the same line in Appendix A are allowed to interchange parts, pursuant to the restrictions detailed in 15.1.C. This does not permit removal of a headlight splash guard from a 1990 Miata, since the later configuration which does not include the guard cannot be fitted to the earlier car without modification. (#5494)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | September 7, 2011

The RallyCross Board (RXB) met via conference call September 7. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Howard Duncan, Pego Mack and Brian Harmer from the National office.

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

Chairman Cashion called the meeting to order at 7:01pm CDT.

Committee Reports

1. RallyCross Safety Committee: One incident report has been received since the last RXB meeting and involved a course worker's hand being burned from picking up a hot exhaust part that had fallen off a car on course. The RXB discussed the incident, and no further action was deemed necessary.
2. RallyCross Rules Committee (Warren Elliott): There has been a lot of discussion on the forums regarding the Rule proposals. Some forum discussion has centered on tire debanding and ATV tires as it relates to one of the proposed rules. Ken Cashion expressed concern about the general perception of where the proposals originated. (As a clarification, proposals come mostly from members and not from the Rules Committee or the RXB.) The discussion period ends September 15, at which time the Rules Committee will prepare the proposals for RXB voting. Ken Cashion asked all RXB members be prepared to understand all proposals in order to efficiently discuss and vote on the proposals at the next meeting.
3. National Championship Committee (Ken Cashion): See Championship discussion below in New Business.
4. Divisional Steward Liaison (Stephen Hyatt): Ken Cashion stepped in for Stephen Hyatt at the past Divisional Steward meeting and reported on the discussion at the meeting. Items discussed were as follows: 1) The reasoning for potentially moving towards a Regional/Divisional/National approach for the Triple Cross Award, eliminating the East/West Championship events. The hope is to provide more competitors the opportunity to win the Triple Cross Award. There was a question as to if the Divisional Championships would provide similar contingency opportunities, which they probably would. 2) The varied attendance patterns of National Challenge events over Regional events in the same Region. 3) An article being written in conjunction with the RallyCross marketing effort. 4) The National Championship event in Tulsa. 5) Potential RXB openings. 6) A request that member correspondence to the RXB be published in Fastrack.
5. Forum Activity: RallyCross forum activity has been high with several different subjects being discussed. Some outside forums also have had active discussions.

Old Business

1. Growth discussion by committee based on tactics (updates, if any):
 - a. Regional Program Development Assistance (Stephen Hyatt): Plans are progressing on an outline for a RallyCross school general template and information.
 - b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): None.
 - c. Marketing and Communications Plan (Ron Foley): None.
 - d. National Program Enhancements (Ken Cashion): None.
2. Update on Detroit sanction process: The Divisional Steward has reported to the RXB that progress with the Region has been positive. One concern is that the Region has scheduled an event within 7 days prior to the National Championship. The RXB would like a buffer zone around the National Championship, but the RallyCross Rules do not currently stipulate any such restrictions. The RXB will approve sanctioning of the event, but Ken Cashion will contact the Divisional Steward with these concerns.
3. Discussion of impact of inactive committee members and plan for improvement: This is something the RXB will monitor. The Rules Committee will be making some related changes.

New Business

1. Jon Burke event: An invitational RallyCross event sanctioned through the SCCA will be held in Northern California on

September 17. Ken Cashion will be primary Safety Steward and Brent Blakely will be the secondary Safety Steward. Pego Mack will check on the progress of the sanctioning of this event.

2. Assignments/roles for Championship:

Rally Manager – Pego Mack
Region Chair – Pat Lipsinic
Chief of Safety – Bob Ricker
Assistant SS – Keith Lightfoot
Course Designers – TBA
Chief Steward – Ken Cashion
Assistant CS – Tommy Kilpatrick
Chief of Protest – Stephen Hyatt
Operations Steward – Warren Elliott
Assistant OS – TBA
Chief of Course – Karl Sealander
Chief of Grid – Brent Blakely
Chiefs of T&S – Jerry Doctor, Mark Walker
Chief of Announcers – Jon Olschewski
Chief of Tech – ZB Lorenc
Assistant Tech – Orion Fairman
Event Manager – Pego Mack
National Staff – Howard Duncan
Regional Event Chair – n/a
Assistant REC – n/a
Chief of Registration – National staff
Paddock Marshall – Region staff
Chief of Waivers – Region staff

The meeting was adjourned at 8:13pm CDT.

Next meeting: October 12, 2011

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | Sept. 12, 2011

**Sports Car Club of America
RoadRally Board Minutes – Final
Via Conference Call
September 12, 2011**

The *RoadRally* Board (RRB) met via conference call on Monday, September 12, 2011.

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

Pego Mack (standing in for Chairman Wakemen) called the meeting to order at 7:46 pm CST. The August 1, 2011 RRB Minutes 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. Rulebook Status & New Rules

Discussion: Pego still needs a summary of the new rules for 2012. English will send the new rules with the exact wording to Pego for submission to the BOD for their October meeting. Hanson's Policy for Multiple Regional Event policy needs to be approved by the Rules committee and then on to the BOD for the 2012 RRR, under Article 4. The 2010 RRR is still on the website and the next RRR's will be 2012.

3. Posting of RRB Agenda prior to the calls

Discussion: Wakemen will send the agenda to the RRB members a week before the meeting. It will not be published on the SCCA Forum, however if someone wants a particular item to be discussed they should submit that item to the RRB at least a week before the regularly scheduled meeting.

4. RRB Chairman for 2012

Discussion: Wakemen will consider staying on for a third year.

5. New RRB Members

Discussion: We have three applicants for the RRB: John Emmons, Mike Thompson and Clarence Westberg. More names can be accepted before the November 7th RRB meeting. Nominees need to be approved by the BOD at their December meeting.

6. RoadRally Board Statement of Policy for Multiple Regional Events

Discussion: Hanson emailed a re-written document on Multiple Regional Events Policy for the RRB to discuss again, deleting the last paragraph. This needs to be approved by the BOD per Pego. It also needs to be sent to the Rules Committee for drafting a formal rule for inclusion in Article 4 of the RRR's. English will ask for this in two weeks from the Rules Committee.

7. Weekend Membership Data Update

Rick Meyers has been on vacation and is hard to get a hold of due to the runoffs. This was tabled until Lanz hears back from Rick.

8. Website – Toolkit Update

Discussion: Pego received a CD from Lanz that was blank. Lanz will send the 40+ files one at a time, instead of all of once. Wakemen will send Lanz information on 'Drop Box' that might help Lanz send the files to Pego that can also be shared. And it's free.

9. Mentoring Committee

Last month 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
Any Region in need of assistance with their rally program is invited to contact Chuck Hanson at dtcgh@frontier.com**

Discussion: English reported that on the Forum, at least three people (Dave Weiman, Bill Jonesi, and Clarence Westburg) were volunteering to be mentors and listed their telephone numbers. Hanson noted that Weiman and Jonesi are NOT SCCA members. He also stated that Rich Bireta has volunteered to be a Mentor.

10. Newsletter Report

Discussion: Ames was not on the meeting... no report. Wakemen encouraged everyone to submit articles.

11. Concerns Tracker

Discussion: English reported she is still having trouble logging into it. Wakemen had trouble sending notes out also.

12. Convention Update

Discussion: Wakemen will present to the RE's a summary of the Road Rally Program and an update on the Mentoring Committee.

Old Business

No nominations for the Robert Ridges Award have been received yet.

Pego added that no date has been set for the new SCCA website to go live.

New Business

No volunteers for the NorPac Division Steward have been received. English will contact the team from Oregon that is coming to the USRRC, to see if there is an interest in the position.

Pego will put RoadRally Policies & Procedures on the website.

Lanz announced that he will not be able to attend the USRRC in California.

Next meeting - Tuesday, October 4, 2011 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:32 pm CST. (Lanz/English)

Submitted by; Lois Van Vleet, RRB Secretary.